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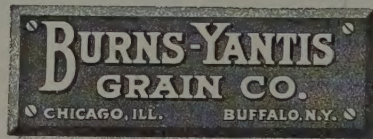
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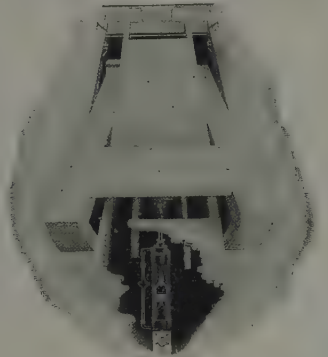
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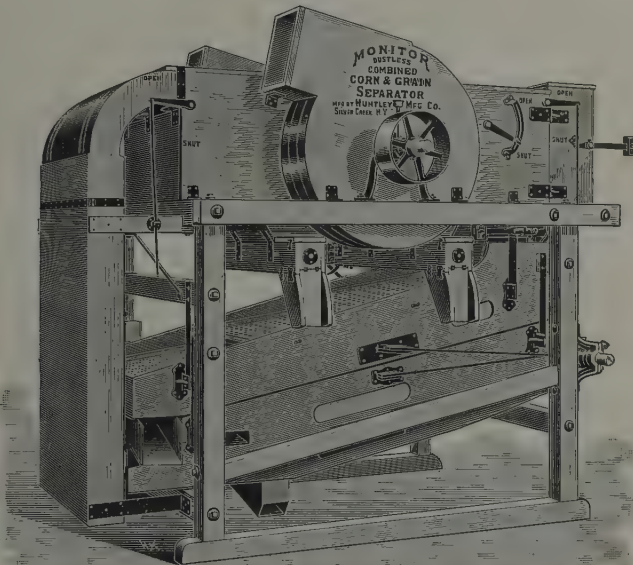
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Is the Automatic Scale you have been looking for. A scale that will cause you no worry and one that you can swear by.

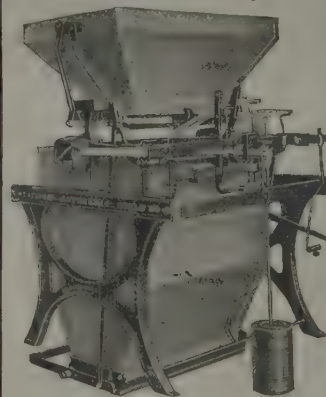
A scale that will accurately weigh your grain while you do something else.

TO OPERATE:

Turn on the grain and "let'er go." It is a scale and should be balanced occasionally. Your grain may not be in No. 1 condition and you may elevate very irregular, but you can't fool the NATIONAL.

The simplicity of the NATIONAL, together with our long

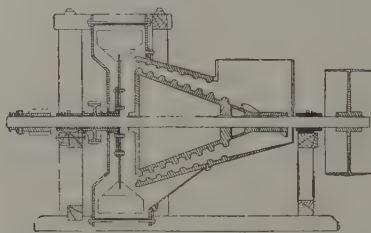
experience in the manufacture of automatic scales, enables us to offer this high-class machine at a surprisingly low figure. It is sold on approval. Address



The NATIONAL Automatic Scale Co.,

215 E. Douglas St. Bloomington, Ill.

The Improved U. S. Corn Sheller Is Now Ready



Second Patent Pending

It is mounted on a well braced wood frame, separate fan with interchangeable cups, run at reduced speed, which delivers the corn and cobs from the sheller without force or dust annoyance. These are only part of the advantages. Write and we will tell you all about it.

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Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in full heavy canvas covers.

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GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

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to attend the Annual Outing of the Merchants Exchange

June 5th, 1909

The St. Louis Merchants Exchange has made elaborate preparations to entertain visiting dealers. There will be a smoker, a ride on the Steamer Alton down the Mississippi river, vaudeville, concerts, etc., etc.

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Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

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It costs less.
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Economical in operation. Equipped to do a large amount
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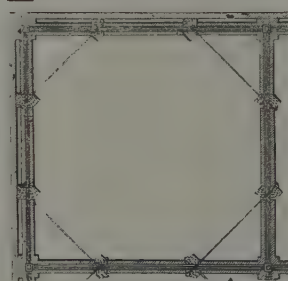
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doesn't mean giving your contract to the lowest bidder. If your new elevator is defective in construction, expensive in operation and does not comply with the requirements of insurance companies you have an expensive house even tho the contract was given to low man. Our years of experience enables us to build at right prices.

In 1908 we built 38 new elevators. Repaired and remodeled 8 and made plans for 7. Surely some reason for the large amount of business. If you want to know write to-day to

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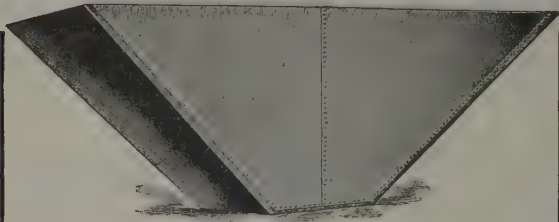


Canadian Pacific Fire Proof Grain Elevator

Under construction for the Ca-
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The Barnett & Record Company
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Our Boot Tanks Never Leak



Complete Elevator Equipments Our Specialty

Let us figure on your bill,
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will find our prices right.

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Special Elevator Friction Clutch, Buckets
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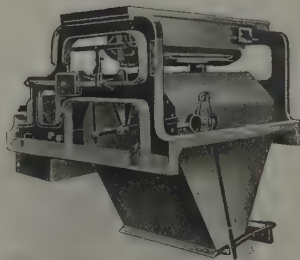
**K. C. Mfg. &
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Kansas City,
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The Richardson Automatic Elevator Scale is PER- FECTLY SIMPLE and SIMPLY PERFECT!

So say its users.



¶ We guarantee
that it will give
satisfaction to
YOU.

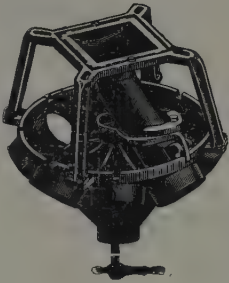
¶ Our 1909 type
is the only ma-
chine on the mar-
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and with accuracy.

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You need in your elevator a distributing mechanism that never spills and wastes a kernel of grain in the cupola; not even when a bin fills.

That NEVER backlogs, causing a choke; thereby wasting more grain, piling

it, and mixing, it in the pit.

Our signaling device is the wrinkle that obviates all this, and does it automatically. It also permits utilizing every inch of your bin capacity. It does it so perfectly that it is a pleasure to operate it.

It is simplicity itself. Cannot get out of order. Never needs repairs. Lasts forever.

You already know the combination, it's the
HALL SIGNALING GRAIN DISTRIBUTOR

Over a thousand in use, and over a thousand shrewd thinking calculating men enjoying its economies. Ask some of them.

You can't get one in your plant too soon, for your own interest.

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in operating an elevator is a matter of the continuous operation of the Boot.

Trouble in the Boot, means a complete shut down of the balance of the plant, and idleness of the plant, means a dead loss to the owner.

A Boot that guarantees continuous operation, if it possessed no other economical feature, is invaluable to the owner. The

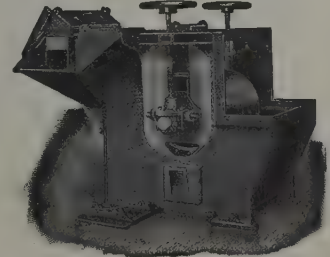
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doubles the capacity of the leg equipment. Requires no attention.

SENT FREE ON TRIAL

Catalogue E illustrates it all.

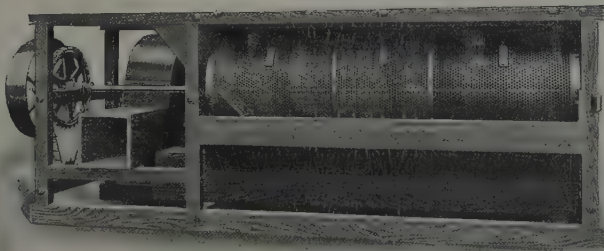
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Made in all Sizes and Capacities, to suit any location



We manufacture Cleaners for all kinds of grain—those that give perfect satisfaction

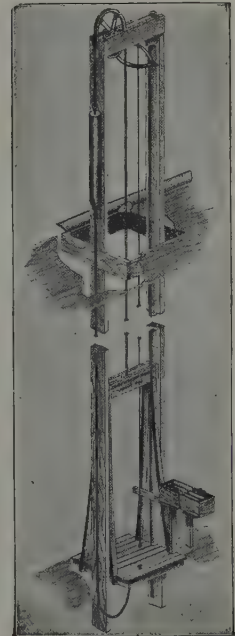
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Grain Handling Machinery and Power Transmission

Agents in all parts of the U. S.

SIDNEY, OHIO

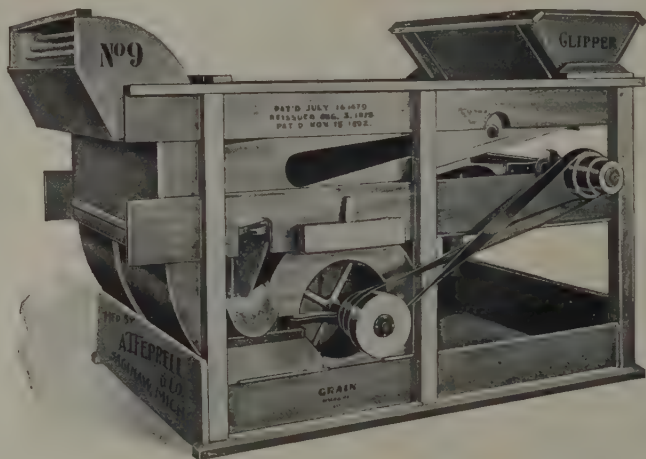


Safety Man Lifts

The "CLIPPER" CLEANERS

stand without an equal for the economical and successful cleaning of all kinds of grain, clovers, timothy, flax, corn, etc. The fine separations of our machines have not been equalled by any other cleaner.

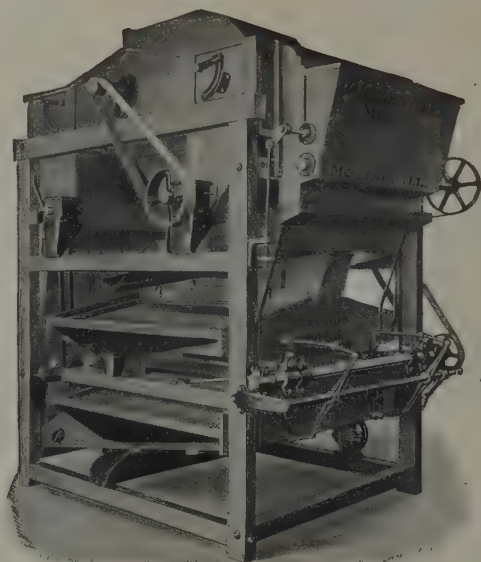
Our Cleaners are quickly and easily installed and simple to operate. We have machines with and without Traveling Brushes, Special Air Controller and all modern improvements.



The "CLIPPER" is used in thousands of local elevators all over the country. There is no other cleaner of medium price and good capacity so well adapted to this class of work.

Our Cleaners require but one-quarter the power of a suction cleaner of equal capacity and will do a greater variety of work. We have the only successful combination cleaner on the market and we guarantee satisfaction. Write for prices, catalog and screen Sample Plate.

A. T. Ferrell & Co.
SAGINAW, W. S., MICH.



Cornwall Double Separator

THE latest and best Elevator and Warehouse Separator on the market.

Will clean all kinds of grain and seeds.

Has both kinds of sieving motion. Sieves with their motion in line with the travel of the grain for removing straw and other coarse impurities and sieves on which the grain travels across the line of motion for making very close separations.

It removes the fine sand and seed at the head of the sieve.

Our sieve cleaners clean every inch of the sieves several times a minute. They work under the sieves and consequently lift the trash out of the holes and cause it to tail over instead of assisting it to pass through with the grain.

Both the air and sieve separations are at all times under the complete control of the operator.

Every sieve is at all times in plain sight and can be removed easily and quickly without disturbing any other part of the machine.

Other features described in our latest circular.

We also make a full and complete line of Feed Mills, Corn Shellers and Cleaners and furnish Elevator Supplies of all kinds.

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Builders of Elevator Machinery and Supplies,

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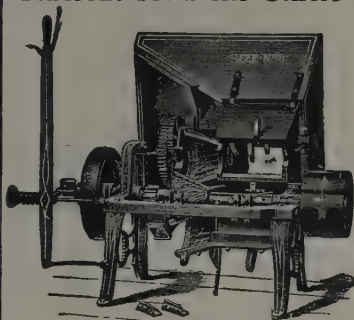
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(SOLD WITH OR WITHOUT ELEVATOR.)

Crush ear corn (with or without shucks) and Grind all kinds of small grain; *separately or mixed*. Will grind *Kaffir Corn* in the Head. Have Conical Shaped Grinders. CAN RUN EMPTY WITHOUT INJURY.

Different From All Others



Lightest Running
Best Built. Finest Finish.

HANDIEST TO OPERATE

SEVEN SIZES: From 2 to 25 h. p. (Also make Sweep Mills, both Geared and Plain.)

They are Built for Business.

THE N. P. BOWSHER CO., South Bend, Ind.

Your Profits

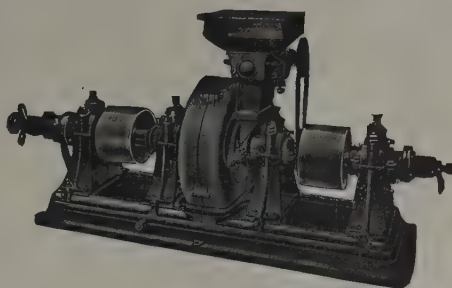
at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

Monarch Feed Mill

Let us prove it to you by sending you one on trial. **WRITE US**

SPROUT, WALDRON & CO

P. O. 260, MUNCY, PA.



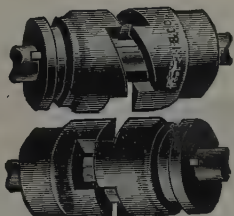
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most elevator men do not install a car puller is because of the cost. We have solved this problem by designing the machine to pull from one to three cars which we can sell for \$36.00. Send us the amount and see how quickly we can



ship you one. You will be surprised with the work this machine will do. If not satisfactory return it and we will refund your money and any money you have paid for freight. Remember we guarantee it to pull three cars.

BURRELL MFG. CO., 253 South Jefferson Street, CHICAGO



JAW CLUTCH COUPLINGS

Will save use of power by cutting off idle machinery. Special Cut Price Now.

GRAIN DEALERS SUPPLY CO.

Elevator Machinery

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Branch Office: 219 Grain Exchange,
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BUFFALO GRAIN TESTER WITH HOPPER

**FOR FILLING CUP
INSURES ABSOLUTE
ACCURACY**

**BUFFALO SCALE CO.
CHICAGO - BUFFALO - NEW YORK**

NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

Speaks for Itself:

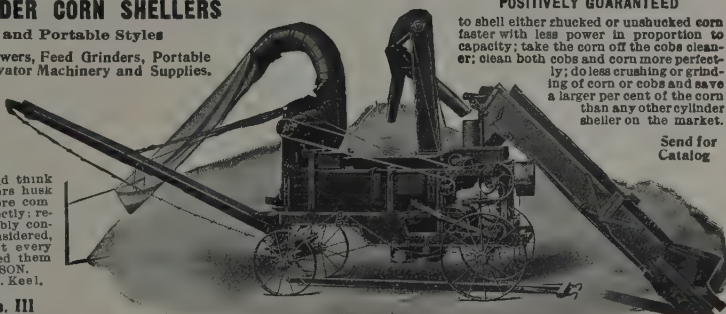
Marseilles Mfg. Co., Marseilles, Ill. Gainesville, Texas; May 12, 1908.

Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 13 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; requires less power in proportion to capacity; are more durably constructed and costless, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.

KEEL & SON,
By J. Z. Keel.

MARSEILLES MFG. CO. Marseilles, Ill

Branch Houses and General Agencies at Principal Distributing Cities.



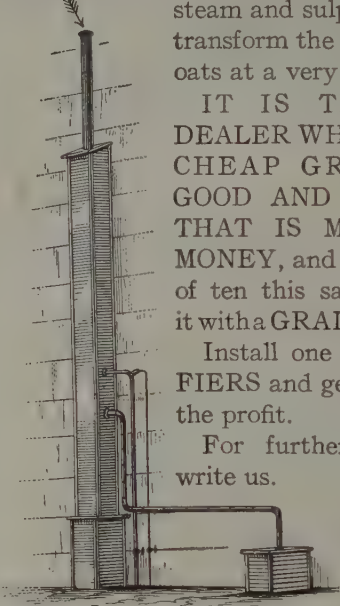
POSITIVELY GUARANTEED

to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

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Grain Purifier and Bleacher

PURIFIER STACK



This is a simple machine which gives supreme satisfaction. A little steam and sulphur fumes will transform the quality of your oats at a very small cost.

IT IS THE GRAIN DEALER WHO CAN MAKE CHEAP GRAIN LOOK GOOD AND SELL WELL THAT IS MAKING THE MONEY, and nine times out of ten this same fellow does it with a GRAIN PURIFIER.

Install one of our PURIFIERS and get your share of the profit.

For further particulars write us.

**U. S. GRAIN
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EARL PARK.
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General Electric Company

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Designed and constructed
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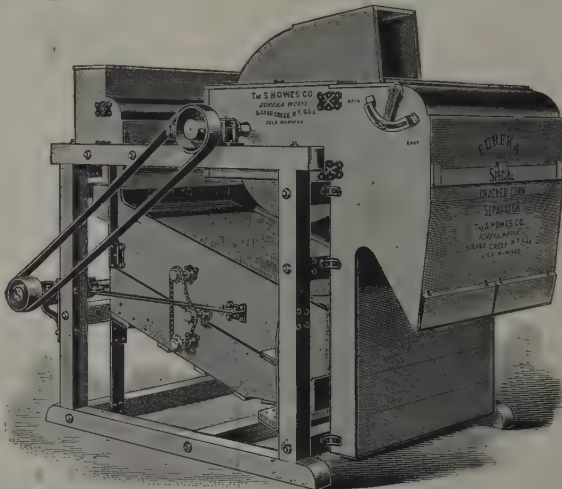
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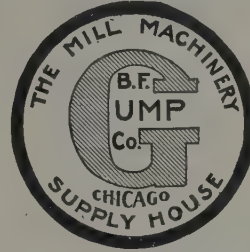
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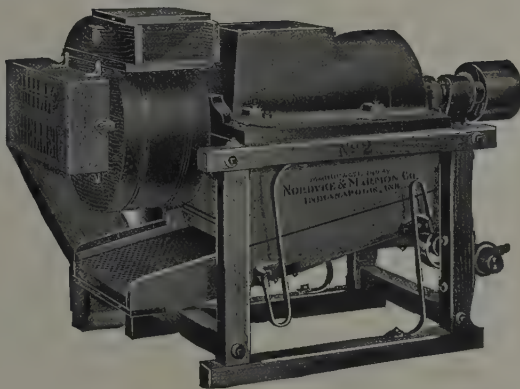
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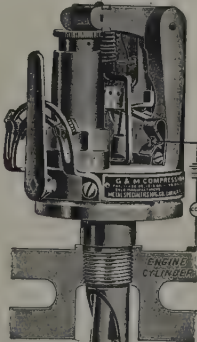
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WANTED—To trade for a good elevator in Kansas. F. P. Hawthorne, McPherson, Kans.

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SITUATION WANTED as manager of grain elevator or solicitor for grain firm; would put up time and experience against capital in grain enterprise; 5 yrs. exp. A-1 ref. Age 30; single. Address Moy, Box 3, Grain Dealers Journal, Chicago.

WANTED—Ohio man with family wants position with elevator company as manager or representative. Will work on percentage. Had wide experience, also understands telegraphing. Go any place. Address Arbor, Box 9, Grain Dealers Journal, Chicago, Ill.

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WANTED—An intelligent, young man to take charge of our Farm Seed Cleaning Department, with some elevator experience. Address John A. Salzer Seed Co., LaCrosse, Wis.

ASSISTANT to the news editor wanted to read exchanges and typewrite news items. Give full particulars regarding experience and salary expected. Address Editor, Grain Dealers Journal, Chicago, Ill.

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FOR RENT—New, steam power elevator in the corn belt of Ohio; 300,000 bu. station. One competitor. Address "Corn Box 1," Grain Dealers Journal, Chicago, Ill.

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FOR SALE—Alfalfa Mill. Write the Land & Power Co., Arkansas City, Kans.

ALFALFA MILL for sale, located in the heart of the alfalfa district, good location, plant in fine shape. Address Box 55, Whitewater, Kansas.

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A BARGAIN in an 18 Horse Power Gasoline Engine. Fairbanks Morse type. Must be taken at once. Address The Metamora Eltr. Co., Metamora, Ohio.

FOR SALE—1 portable 6-h. p. Stover Horizontal Gasoline Engine, on steel trucks, complete, new. Price \$290 f. o. b. New Orleans. Wilmot Machinery Co., 622 Gravier St., New Orleans, La.

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FOR SALE—25 H. P. steam engine and boiler, in fine condition. Address Burr, Box 11, Grain Dealers Journal, Chicago.

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The cleanest and most thoroughly rebuilt, all our own and in stock. Not scattered everywhere and merely listed

• ENGINES—CORLISS: 20x48" Wheelock, 20x42 Allis, 18x42 Hamilton, 16x42 Lane and Bodley, 14x36 Lane and Bodley, 14x24 Wright, 12x30 Allis, etc.

ENGINES—AUTOMATIC: 16x32 Buckeye, 15x14 Erie, 14x16 Buckeye, 14x14 Ball & Wood, 13x15 Taylor, 13x16 Erie, 12x14 Green, 12x12 N. Y. Safety, 10x10 Fisher, 9x12 Leffel, 8x10 Allfree, etc.

ENGINES—THROTTLING: 18x24 Erie, 16x20 Chandler and Taylor, 16x18 Erie, 14x24 Atlas, 13x16 Chandler and Taylor, 14x14 Lewis Vertical, 10x16 Owens, Lane and Dyer, 10x12 Industrial, 9x12 Ajax, 8x12 Climax, 7x12 H. S. & G., 6x8 Clark, etc.

BOILERS—STATIONARY: 72x18 High Pressure, 72x18 Standard, 72x16, 66x16, 60x20, 60x16, 54x16, 54x14, 54x12, 48x16, 48x14, 44x14, 40x12, 40x9, 36x16, 36x10, etc.

BOILERS—FIRE BOX: 80, 60, 50, 40, 35, 30, 25, 20, 16, 12, 10 and 8 h. p., etc.

BOILERS—VERTICAL: 50, 40, 35, 30, 25, 20, 16, 12, 10, 8, 5, and 3 h. p., etc.

HEATERS: All sizes, open and closed.

PUMPS: All sizes, Single and Duplex.

SCALES: Five-ton Fairbanks, Wagon Scales. Also full assortment of new machinery.

Sole manufacturers of the celebrated "LEADER" INJECTORS and JET PUMPS. Send for circular. THE RANDLE MACHINERY CO., 1748 Powers St., Cincinnati, O.

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A Cutler steam dryer, 16 inch by 10 feet, for sale; good condition. H. H. Emminga, Golden, Illinois.

FOR SALE—One "Monitor" grain cleaner, size 5A. As good as new. Also one Fairbanks shipping scale cap. 200 bu. Farmers Elevator Co., Lisbon, N. H. Dak.

FOR SALE AT A BARGAIN—Several old-style No. 3 grain separators. New, never been used. Need the room and will close out cheap. Johnson & Field Mfg. Co., Racine, Wis.

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SCALES for elevators and mills; low-est prices. Chicago Scale Co., Chicago.

FOR SALE one pair of Fairbanks track scales, second hand. S. W. Allerton, Allerton, Ill.

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150 BU. DORMANT Strait Mfg. Co., hopper scale for sale at a bargain. Never taken out boxing. Address H. F. Probst, Arkansas City, Arkansas.

SCALES of all kinds repaired rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

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FOR SALE—One Abbott Check Punch, good condition, price \$10.00 at Cleveland. The Union Elevator Co., Cleveland, Ohio.

ONE addressograph twenty four drawers, little used, as good as new, for sale. Address Weller Manufacturing Co., Chicago, Ill.

GRAIN TESTERS: Three sizes, one pint, one quart and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

WANTED—To quote prices on elevator machinery, gasoline engines, scales, etc. We carry a complete line. Send for catalog. A. F. Chase & Co., 516, 518, 520, 522 Third Ave., So. Minneapolis, Minn.

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KEEP COOL—Atlas Water Motor Fans produce a breeze which has been cooled by passing over the motor. Attached to any faucet. Attachment is on swivel, breeze thrown in any direction. Cost of maintenance virtually nothing. Case, Power-wheel and Fan are Aluminum, Fan guard brass, will not rust, tarnish or crack. Weight two pounds. Price complete \$3.50. Send for booklet "G" Brooks Machine Co., 1202 Wilcox Av., Chicago, Ill.

SECOND-HAND MACHINERY.

Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair High Alflee, belt drive; 1-7"x15" Alflee 2 high roller mill. Separators: 1 No. 1 1/2 Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic 25 bu. cap; 1 No. 256 Monarch Magnetic, 50 bu. cap; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular; 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

IF YOU WANT

regular country shippers to become familiar with your firm name, place your "ad" here.

WANT HELP?

Then consult the "Situations Wanted" columns of the Grain Dealers Journal.

SEEDS FOR SALE.

FOR SALE—Kaffir corn, cane and millet seed. Address Early Grain & Hay Co., Amarillo, Texas.

WRITE for sample and price of our Northwestern Rust-Resisting Oats. L. N. Crill Seed Co., Elk Point, S. D.

RE-CLEANED Japanese Buckwheat in bag lots. Write for samples and prices. Address H. B. Low & Son, Orangeville, Pa.

SMALL VARIETY SEED BUCKWHEAT for sale. Write for sample and prices. D. Gratz & Son, Tecumseh, Mich.

SEEDS FOR SALE—Millet, Cane and Kaffir Corn in carlots. Prices on application. Address J. G. Peppard, Kansas City, Mo.

SELECTED SEED CORN for sale. Standard White and Yellow Dent varieties. Write or wire for prices. Western Seed & Irrigation Co., Fremont, Neb.

ALFALFA, dodderfree, crimson clover, dwarf Essex rape, for sale, only for wholesale dealers. Ask for sample and prices. I. L. Radwaner, N. York, Representative of Liefmann's Hamburg.

JAPANESE MILLET—A great catch crop can be sown as late as July 1st and produce from 5 to 10 tons of hay per acre. Price: 50 lbs., \$2.75; 100 lbs., \$4.50; 250 lbs., \$10.00. Order today. Salzer Seed Co., Box G., La Crosse, Wis.

KAFFIR CORN, CANE SEED, ALFALFA MEAL. Write us for prices bulk and re-cleaned, even weight sacked f. o. b. Oklahoma City, Kansas City, St. Louis or Chicago, immediate shipment. E. R. & D. C. Kolp, Oklahoma City, Okla.

MILLET FOR SALE—We are situated in the largest Millet producing section in the state of Mo. and have a good supply of Millet fresh from the farm. Will sell in car lots or less. Prices on application. D. H. Clark, Galt, Mo.

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PURE OWL BRAND COTTON SEED MEAL. Known everywhere for its high feeding qualities. Registered analysis. Write for prices and booklet on feeding. F. W. Brode & Co., Memphis, Tenn.

"ARAB" HORSE FEED

A PERFECT BALANCED RATION
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is here. Now is the time to let the elevator man know you want his business. Advertise in the

Grain Dealers Journal

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FIELD SEEDS and kaffir corn. Send samples. J. Oliver Johnson, Chicago.

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FOR SALE—Fifteen cars of good prairie hay. Dr. Geo. H. Truax, Frisco, Okla.

HAY WANTED.

QUOTE US best delivered prices or track your station for choice and number one timothy or clover and timothy mixed hay. Address Central Mill & Elevator Company, Bloomington, Ill.

BUCKWHEAT FLOUR FOR SALE.

Choice pure buckwheat flour for sale. Prompt shipment. Miner-Hillard Milling Co., Wilkes-Barre, Pa.

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MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

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THE BEST MATERIAL to patch grain cars is heavy strawboard paper. Easy to use, cheap and efficient. 2c lb. in lots 100 lbs. or more. Address C. E. Carpenter, Schoolcraft, Michigan.

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HOT AND DAMAGED CORN of every description wanted. Address L. F. Miller & Sons, 2931 N. Broad St., Philadelphia, Pa.

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STANDARD BINDER TWINE—Fully guaranteed. 7 cents in ton lots. Write for samples. L. S. Fitch, Oakwood, Ind.

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Peas, Beans, Bags, etc.
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The Invincible Fire Proof Steel Compound Shake Dustless Double Receiving Separator

This machine is an exact duplicate of our wooden Separator except it is of steel construction.

We are pioneers in building fire proof cleaners but we have kept abreast of the times and we believe we make a machine unsurpassed in its efficiency and workmanship.

Write for Catalog No. 16.

The Invincible Grain Cleaner Co.

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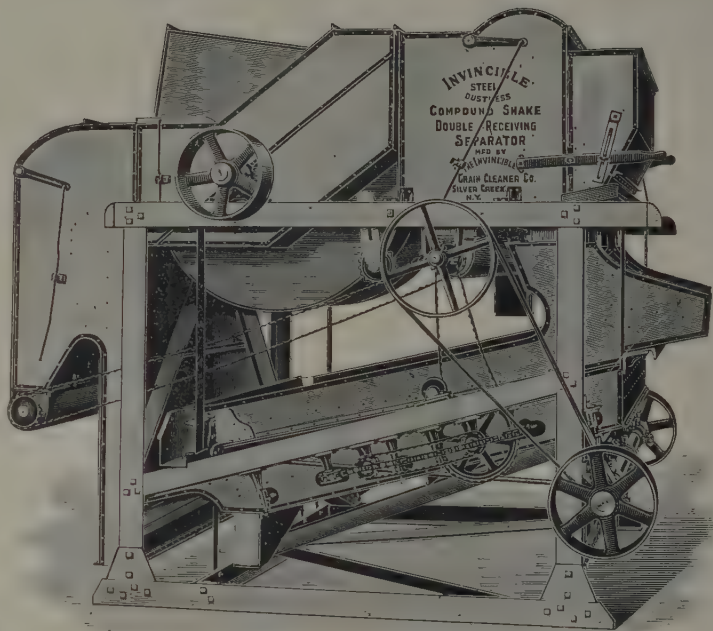
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"I surely would buy a 'Beall'"

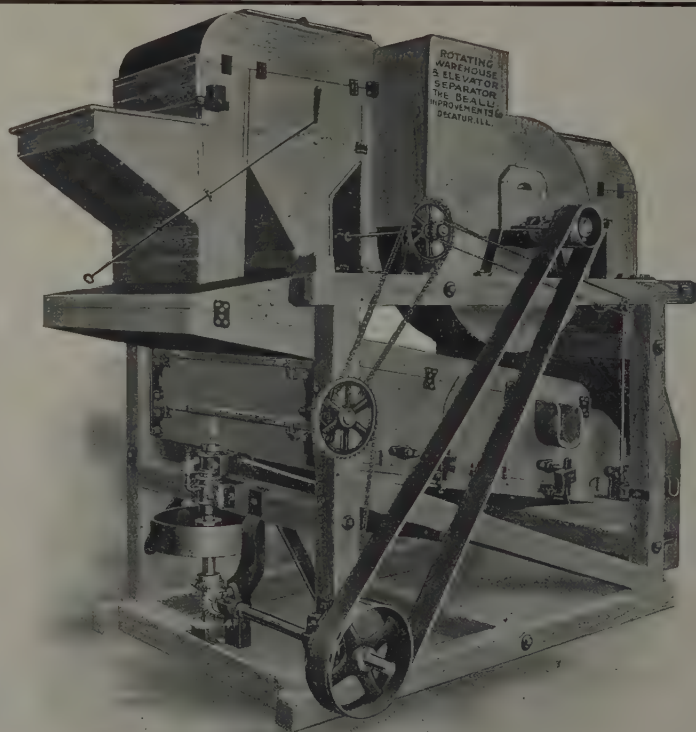
"The Beall Rotating Warehouse and Elevator Separator we bought of you two years ago has run every day and most of the time night and day, and the machine has given us the very best satisfaction, and we will say that its capacity is something wonderful. Anyone who wishes to grade wheat for shipping purposes can regulate their suction so easy that it is an easy matter to make No. 2 wheat out of No. 3 or 4, where the valves are properly regulated. If I wanted to buy another warehouse separator I surely would buy a Beall."

Helena Milling & Elevator Co.,

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Write for prices of
this machine

The Beall Improvements Company
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GRAIN DEALERS' JOURNAL

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The Advertising

value of The Grain Dealers Journal as a medium for reaching the progressive grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms place your announcements in the leading Journal.

The rate for Advertisements in the "For Sale" and "Wanted" Departments is 15 cents per line for each insertion.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS' JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., MAY 25, 1909.

THE GRAIN DOOR problem is not yet solved and the need of better protection is on the increase. Hence it is but natural that many new doors are being perpetrated upon the shipping public. A fortune surely awaits the man who devises a door which shall prevent leaking, facilitate the opening of car and prove an economical investment for the railroad companies.

ROCKY MOUNTAIN oats and barley do not possess that flinty hardness credited to them by brokers, who make a specialty of handling other varieties. The unjust charge is naturally resented by several of our western correspondents, who thoroly believe in the superiority of their grain as is shown by their letters, published elsewhere in this number, and local dealers agree with them.

AN ILLINOIS shipper is much annoyed by his predecessor whose elevator he bot, throwing on the sidewalk and showing to farmers bids sent him by sleepy track buyers who have not yet discovered his retirement from business altho he has been out of business two years and has shipped no grain. The market information sent him has not profited the senders but has been used spitefully by the ex-elevator man.

DEDUCTION of one-half of 1 per cent for the so-called "natural shrinkage" was supposed to be a dead letter, but evidence is published in our communicated column of this number that the M., K. & T. Ry., is still insisting on this deduction. Its officers cannot justify the deduction and their exaction should not be tolerated by anyone identified with the trade for it simply encourages the railroad officials to undertake other and greater abuses. It is a discrimination which cannot be justified and would not be upheld by the railroad commission or the courts.

LEAKING IN TRANSIT reports are coming in more freely showing that our readers are quick to appreciate and support a good thing. On page 689, this number, will be found a number of new reports of cars found leaking in transit. Should it be one of your cars you will find the report of value as evidence in proving your right to collect for shortage. We believe that if shippers who are so assisted by these leaky car reports would write us a letter showing their appreciation of the efforts of brother dealers to protect them from loss, it would encourage more of our readers to exercise vigilance when waiting at the crossing for the train to pass by.

STEAM POWER does not seem to be the most desirable power for grain elevators as an investigation of statistics of elevator fires during recent years shows that more elevators equipped with steam power were burned than of all other powers combined. This cannot be said to be due to more elevators being equipped with steam power than all other powers because the percentage is large in favor of gasoline engines. One grain man at Owaneco, Ill., has recently displaced his steam plant with a 25 h.p. gasoline engine because the poor water and intense heat of the cobs used for fuel soon put his boiler out of commission. Then too the steam plant requires more attention and more labor to operate than any other power.

ANOTHER imposition which many of the grain carriers have sought arbitrarily to force upon grain shippers has been checked by the Interstate Commerce Commission. As is cited on page 691 this issue, complaint was made by Edwin Beggs against the Wabash R. R. Not only has the commission decided in favor of Mr. Beggs but it has gone further and ordered the Wabash R. R. Company to cease and desist from charging, on the minimum applicable to a large capacity car when a small capacity car was ordered. Shippers who have the nerve to fight for their rights generally get them. Those who do not frequently are cheated out of what is clearly due them. Shippers on the Wabash owe Mr. Beggs a vote of thanks.

IF THE CINCINNATI Chamber of Commerce is ever to have a weighing department which it shall own and control, it can not afford to permit its weighers or tallymen to spend part of their time in the employ of the owners of the elevators where the balance of their time is occupied in weighing grain. Any market which desires disinterested weights must establish a weighing department on its own footing and free from any entangling alliances which are likely to bring suspicion upon its work. A weighing department that would be a credit to any market must be under no obligations to the operators of the terminal grain elevators. The weighmen must be free to do their full duty to all interests concerned and above suspicion of a temptation to do otherwise.

SPARKS from locomotives have started three elevator fires recently. Two of which resulted in the destruction of the elevators and the third fire was extinguished in its incipency with two buckets of salt water. The first fire was in Allenville, Ill., the second at Ponca City, Okla., and the third at Frederick, Okla. There may have been a dozen others, but we have not yet learned of them. If all grain elevators had their roofs and sides covered with non-combustible material none of these fires would have occurred and all elevator owners would be enjoying a lower rate for insurance than they are now paying. The use of flat wood roofs, and siding which permits sparks to find ready lodging works a woeful waste of energy and resources, to which all patrons of insurance companies must contribute.

ONE OF the best papers on crop statistics yet read at a grain dealers' convention was presented to the Oklahoma dealers last week. Most of it is reproduced in our report of the meeting. Facts and figures are given to show the necessity of the different official crop reporting agencies, co-operating with the assessors and census enumerators to the end that more reliable estimates may be compiled. Anyone in the grain trade who learns of the stocks in store and in farmers' hands of the different grains cannot believe the government's figures on the year's crops are anywhere near the truth. Some of the states are enacting laws requiring exact reports on acreage from assessors and on yields from threshers, and no doubt the time is near at hand when all grain producing states will enact similar laws. It is to the interest of the country at large that more reliable information be compiled and disseminated. The wild guesses of the Agricultural Department do more harm than good, because they mislead dealers in general merchandise, as well as those dealing in grain and manufacturing cereal products.

DEDUCTING 100 pounds or any other amount from the actual weight of grain weighed into an elevator is now forbidden by the Missouri law and henceforth shippers to Missouri markets will be paid for exactly what they deliver.

ELEVATION ALLOWANCES will be continued until Jan. 1st next; the Interstate Commerce Commission having issued an order postponing the enforcement of the order to stop for another six months. It is evident that the commission is wavering in its determination to do away with these allowances at all points.

DEMURRAGE is receiving unusual interest from the Interstate Commerce Commission, and the American Ass'n of Demurrage Officers has decided to stand by its demands. For the time being the shippers seem to have forgotten the many unreasonable conditions of the uniform bill of lading and are devoting their time and energies to the demurrage problem.

REPORTS from many grain dealers in the Southwest indicate that Kansas will have a wheat crop of 72,000,000 to 78,000,000 bus. with present prospects realized; while Oklahoma must be content with 12,000,000 to 15,000,000 bus. Texas has been so dry that even with ample moisture from now until harvest the state cannot produce more than one-fifth of an average crop.

KENTUCKY'S Blue Grass Seed "Trust" has finally been discovered by one of the commonwealth attorneys and suit brot against seven dealers charging them with being party to a combination to control the price. It is easy to bring suit, but very difficult to secure conviction as a man, who buys grass seed has the right to do with it as he likes, and sell it only when the price suits him.

PURCHASING AGENTS who strive to appear as the authorized buyer for some large consumer should be given plenty rope as they are quite sure to bring all who have any dealings with them to early grief. An Ohio scooper, who has had the nerve to indulge in printed cards, covers it with innuendoes reflecting on the business capacity and honesty of regular dealers. Any buyer who accepts draft of a scooper deserves to be soaked hard. Oklahoma dealers are complaining of similar competition. Elsewhere in the country sentiment is so strong against these irresponsible fly-by-nights that buyers will not have anything to do with them.

ACCORDING to a decision rendered by the U. S. court at Omaha last week, railroad companies who make grain elevation allowances to some elevator men must grant the same allowance to other elevator men operating under similar conditions. Judgment has been rendered in favor of the Urdike Grain Co. The Nebraska-Iowa Grain Co., and the Crowell Grain & Lumber Co., in the full amounts ordered paid by the Interstate Commerce Commission last year. Every tribunal to which the elevator men have appealed have granted them the compensation asked. Hence, the prospect is favorable to the U. S. Supreme Court sustaining their contention. The Union Pacific R. R. will, of course, defer the day of settlement as long as possible in hope of wearing out the litigants.

THE U. S. Department of Agriculture has issued a circular, No. 633, entitled "Farmers Oppose Gambling in Farm Products." The department seems determined to find excuse for regulating everything on the earth, moon and stars. Not content with investigating agricultural subjects, correcting and disseminating real information of help to those engaged in agricultural pursuits, the department has undertaken to mould public opinion on a subject which it has not investigated, and of which it knows little.

LAWS HAVE been enacted by recent legislatures forbidding the payment of higher prices for grain in one town than in another, difference in freight considered. The prime purpose of these laws is to prevent those buying farm produce at a number of different stations from paying more than it is worth at a station, central market prices considered. It is hoped through this legislation to prevent large operators crushing the competition of single station buyers. The result of the legislation will be watched with interest. It is quite unusual for a complaint against paying too much for farm produce being crystallized into law.

ST. LOUIS commission men were so delighted with the warm reception tendered them last winter, when on a visit in a body to the different Western markets, that they became convinced it would be of mutual advantage to the members of the different grain exchanges to attempt to promote more fraternal relations between the members. Accordingly the exchange has extended a cordial invitation to a number of the different western grain exchanges to be its guest in St. Louis June 5th. That the banquet will foster a more friendly feeling among the members of the different exchanges is certain. Much has been accomplished along the same line by the annual contest between the baseball teams of the Cincinnati Chamber of Commerce and the Indianapolis Board of Trade, and the Chicago Board of Trade and the Minneapolis Chamber of Commerce. That all exchanges and the trade in general will profit by more meetings of this character is patent and it is hoped that more will be brot about.

M. H. DAVIS, Special Agent of the Department of Commerce and Labor, ex-milliner with a special prejudice against future trading, which he seems never to have understood, persists in reiterating statements designed to misrepresent and mislead the average layman. Mr. Davis, all unaware of the low stocks of wheat in this country, blames the speculators for reducing export flour trade because the price of wheat kept flour so high as to shut our millers out of foreign markets. Lucky indeed for the flour consumers of the United States that the prices were advanced; otherwise much more of our wheat crop than could have been spared would have been exported and today we would be importing and flour would be commanding a price that would really justify the rich as well as the poor in complaining. Careful inquiry of grain dealers in all parts of the land discloses no wheat remaining in country elevators or farmers' hands. The general conviction of the trade is that the government's estimate of stock still in farmers' hands Mar. 1st, was more than 60,000,000 bus. too large.

CINCINNATI hay receivers through persistent efforts have finally succeeded in inducing the railroads entering that city to suspend the order issued last December and permit inspection of hay before surrender of the bill of lading. Evidently some railroads are again becoming reasonable.

MIXED WHEAT CONFISCATED IN TEXAS.

Six cars of wheat inspected by the Missouri State Inspection Department as No. 2 red winter wheat were recently confiscated at Fort Worth by the State Food and Dairy Commissioner on the ground that the grain was not correctly described. The seizure was based on the claim that the shipment contained a mixture of fully 40 per cent of hard winter wheat, hence the grain was misbranded and the seller committed a violation of the Texas food law.

It has generally been supposed that the food laws apply only to food products in packages and it would seem a wild stretch of the imagination to bring such action against shipments of bulk grain under either the state or national food laws. The Texas Commissioner also holds a commission from the Federal pure food board and if he succeeds in interesting the Washington authorities in the case it will result in the Federal commission forcing itself upon the grain trade as an appeals board. This was never contemplated by the drafters of the law nor that possible by the pure food officials until recently. They now seem disposed to assume the authority and force grain shippers to deliver what they think the inspection certificates call for.

The state officials of Missouri gave certificates to the effect that the cars did contain No. 2 red winter wheat, while the Texas officials deny this. If the Missouri inspectors were the ones to blame then they should be the ones to suffer. The shipper may have accepted the grain out of an elevator on the strength of the state inspection certificates and is guiltless of any intent to deliver other than what the Missouri officials credited him with buying. Grain dealers can be sorely crippled by conflicting opinions of spiteful or jealous state officials and it is high time the members of the trade took a more active interest in the legislation providing for regulations which shall handicap or interfere with the grain business.

It was never intended that the federal pure food board should have anything whatever to do with bulk shipments of grain and no doubt, with a little effort the members of the trade can thwart its efforts at interference. If the Missouri Inspection Department is guilty of misgrading then it should be held responsible for the damage done. Being recognized as an authority in the classification of grain and being paid for that service it should render a service upon which the trade can depend. The members of the grain trade will make no effort to uphold deception or fraud through the delivery of grain other than that specified in the contract and called for by the inspection certificates, but when grain is delivered which the political inspectors classified as being of the grade contracted then any error must be credited to the inspectors, unless they can prove that the grain was changed after the shipment was graded.

Asked— Answered

[Readers who fall to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

WANTS PAINT FORMULA.

Grain Dealers Journal: Can you advise us of a good formula for a cheap paint for spraying on outbuildings? One that will stand the weather and also help to preserve the wood. We would like a formula for a dark green paint, also a whitewash that will not come off the wood and will help make the interior of the elevator fireproof.—W. F. Starz & Co., Fowler, Ind.

HOW TO COLLECT FOR LOSS IN TRANSIT.

Grain Dealers Journal: We recently shipped a car of corn to Indianapolis which was sold there and reconsigned to Louisville, Ky. The car weighed out 20 bus. short at Louisville compared with our weights here on hopper scales in elevator.

Nothing was stated upon destination weight certificate or inspector's certificate about car being in bad order upon arrival.

What are the possibilities of collecting claim against railroad company for the shortage? Are there any decisions on such claims?—Reader.

COMMISSION MERCHANT SHOULD NOT BE PRINCIPAL AND AGENT.

Grain Dealers Journal: We notice inquiry by the Bewsher Company of Omaha in regard to the question of commission merchants being permitted to buy in grain consigned to them.

Being what is called strictly commission merchants we have always contended that we had no right to purchase grain or seeds sent us to be sold upon arrival, that we should offer it for sale to all buyers, and especially so if the grain or seed graded below contract. This question is probably not considered by most shippers, and while commission merchants doing an elevator and shipping business may be thoroughly honest in the price they allow or buy the consigned grain, same does not get the benefit of the competition, and that is why we have always argued that when one is consigning they should ship to a house that offers everything for sale.

The commission merchant buying grain consigned to him is as honest as the one who does not, but he may get in some shipments which he has no particular place for, allow a price that in his opinion is absolutely right, and yet his neighbor might have a place for that particular car of grain at a price that would allow him to pay very fancy figures. This is illustrated here quite often. Only yesterday (May 12th) we sold a car of No. 4 Yellow corn to a party whose bid was one and one-half cent above other dealers, indicating that he was crazy for the corn and willing to pay up to get it.—J. F. Zahm & Co., Toledo, Ohio.

EXPERIENCE WITH AUTOMATIC SCALES?

Grain Dealers Journal: I will appreciate it very much if grain dealers and readers of the Journal having automatic scales in their elevators will please give me their experience with them.

Will automatic scales weigh and work satisfactorily at all times? Will they reduce the speed of grain going thru them and then thru direct loading spout to car? Can claims of shortage be collected from railroad company in case cars leak in transit if weighed over an automatic scale? Hoping to hear from those who have had experience, R. C. Wenzel, Eagle, Neb.

STORAGE RATES?

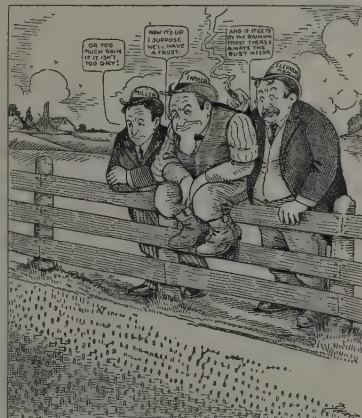
Grain Dealers Journal: What are the schedules of storage rates in both public and private elevators at Chicago, St. Louis, Cincinnati and Louisville? I wish to accumulate some data on the storage question, that is, storage in country elevators.—Geo. W. Cole, Bushnell, Ill.

Ans.: At Chicago, on bulk grain $\frac{3}{4}$ cent per bu. for first 10 days and 1-40 cent per bu. per day for each additional day, in public elevators. At St. Louis, on wheat, corn and rye 1 cent per bu. for first 10 days and $\frac{3}{4}$ cent per bu. for each additional 10 days; on oats $\frac{1}{2}$ cent per bu. for first 10 days, $\frac{3}{4}$ cent for each 10 days thereafter; on barley 1 cent per bu. for first 30 days and 1 cent per bu. for each subsequent 30 days, in public elevators. At Cincinnati, on all grain 1 cent per bu. for the first 10 days and $\frac{3}{4}$ cent for each subsequent 10 days, including delivery in seamless bags.

SUE INITIAL OR CONNECTING CARRIER?

Grain Dealers Journal: I have a claim on two cars of corn shipped via Clover Leaf and receipted by it to me. It delivered to Nickel Plate in good time and the latter refuse to pay claim or even to return correspondence.

What road will I have to begin suit against? Can I bring suit against the Clover Leaf and the Nickel Plate jointly and bring suit in this county or will I have to go to some county seat where Nickel Plate runs thru and file suit there?



A Lugalubrious Trio Watching the Growing Wheat Run a Race with the Rising Price.

—Apologies to Minneapolis Journal.

No doubt damage occurred on Nickel Plate. Attorneys here disagree on which road to bring suit.—Jno. C. Young, Frankfort, Ind.

Ans.—If an interstate shipment the initial carrier is liable.

Commission Merchant Can Not Act as Principal and Agent.

The query published on page 586 of the Grain Dealers Journal for May 10 "Should Commission Merchants Be Permitted to Buy in Grain Consigned to Him For Sale?" resulted in an investigation of what the courts say in this matter. All seem agreed it would be a violation of the trust conferred on the agent for him to become a principal in the case. We quote the following from important decisions involving the points at issue:

The Courts Against Commission Merchant Being Both Principal and Agent.

An agent will not be allowed to make profits for himself at the expense of his principal, by any deception as to the purchase price of property, and he is a trustee of any profits so obtained.—*Lomita Land & Water Co. v. Robinson*, 97 P. 10. Cal.

A purchase by a real estate agent of the property in his hands for sale, without knowledge of his principal, is sufficient to void the transaction, no matter if there was no actual fraud, or no injury to the principal resulted.—*Butler v. Agnew*, 99 P. 395. Cal.

An agent authorized to sell property cannot secretly use the property so as to make personal profits, and is bound to account to his principal for such profits, though they were received in unauthorized transactions and he has accounted for the full price for which he was authorized to sell.—*Merrill v. Sax*, 118 N. W. 434. Iowa.

An agent owes to his principal the utmost fidelity, and cannot make any profit for himself from the business in which he is employed, to the principal's detriment.—*Lord v. Smith*, 71 A. 430. Md.

The law will not permit brokers and those occupying fiduciary relations to put themselves in a position where they are subjected to the demands of conflicting duties, and, without at least full knowledge and consent of both the vendor and vendee, even if them, a person cannot act as agent and representative of both in the same transaction.—*Harten v. Loffer*, 31 App. D. C. 362. D. C.

An agent and his principal are not prohibited from dealing with each other; but the rule is that in all their dealings respecting the subject-matter of the agency the utmost good faith is required, and the burden of proof is on the agent to show that he has acted in good faith, fairly and honestly.—*Hemenway v. Abbott*, 97 P. 190. Cal.

Equity treats the relation of principal and agent in the same general manner, though not with quite the same strictness, as that of trustee and beneficiary; and in any contract of purchase or sale with the principal, or other transaction by which the agent obtains a benefit, a presumption arises against its validity which the agent must overcome, but this presumption is not so weighty or strong as in the case of trustee.—*Hemenway v. Abbott*, 97 P. 190. Cal.

Section 2, chapter 225, laws of 1899, requires a commission merchant, duly licensed to sell grain on commission, to render a true statement to the consignor within twenty-four hours of making a sale, showing the grain sold, price received, name and address of the purchaser, and the date, hour and minute when sold, with vouchers for charges and expenses. Held: This law contemplates an actual purchaser, other than the consignee, and the purchase by him of such grain, after close of business hours, at the highest price of the day upon the board of trade, is not a sale within the meaning of this act, and a report of such sale to the consignor is not compliance with its provisions. If the consignee makes such purchase and subsequently sells the same at an advance, such sale inures to the benefit of the consignor, and a failure to return to him a true statement, as provided, constitutes a violation of the law. *State v. Edwards, Wood & Co.*, Supreme Court of Minnesota.

Letters

From Dealers

[Here is the grain dealers forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

M. K. & T. R. R. STILL CUTS CLAIMS FOR NATURAL SHRINKAGE.

Grain Dealers Journal: The Missouri, Kansas & Texas Railroad Co. is still insisting on the reduction of our loss and damage claims $\frac{1}{2}$ of 1 per cent. We have just now settled with them our claim No. 1637 originally filed for \$12.42, which we would pay it. Their letter asking for this reduction is given herewith.—Kemper Grain Co., Kansas City, Mo.

St. Louis, Mo., Apr. 13, 1909.

Kemper Grain Co.,
Kansas City, Mo.
Gentlemen:—

Returning herewith all papers in your claim No. 1637, amount \$12.42 for alleged loss in transit of corn loaded in M. K. & T. car 15834, from Cushing, Okla., Oct. 16, I beg to state that I have investigated the handling of this car and same received no rough handling while en route and was delivered to your company without exception.

However, if you will have your claim amended to $\frac{1}{2}$ of 1 per cent, or \$9.15, account natural shrinkage and variation of scale weights, I will issue voucher for this amount upon return of papers.—W. W. Miller, A. G. F. A., Missouri, Kansas & Texas Ry. Co.

SHOULD COMMISSION MERCHANT BE PERMITTED TO BUY IN GRAIN CONSIGNED TO HIM FOR SALE?

Grain Dealers Journal: Since this question appeared in the Journal May 10 the Omaha Grain Exchange has placed itself on a level with all other great terminal markets by enacting a rule compelling the bona fide sale and actual transfer of every car of consigned grain coming to this market. A copy of the rule as passed and effective May 18, is given herewith.

Add to paragraph (a), Reg. 9, p. 49, the following:

"Consignments" shall be explicitly understood to mean grain or seeds not contracted for, or purchased at a stated price prior to arrival at Omaha, South Omaha or Council Bluffs.

Add to paragraph (b), Reg. 9, p. 51, the following amendment:

"Any member who, or whose firm or corporation, shall be convicted by the Board of Directors of a violation of the provisions of this rule, or of any evasion thereof by making rebates in prices, by making any contract or observing any contract already made; by furnishing a membership in this Exchange; by giving any bonus, gift, indirectly, the regular rates of commission or brokerage established by the foregoing rules shall be fined \$50 for the first offense and \$500 for each subsequent offense. Provided, that free telegraphic communication shall not be construed as a violation of this rule."

Hereafter there can be no pretense of sale by the consignee buying in for his own account the shipments made to him to be sold.—The Bewsher Co., Omaha, Neb.

MONTANA OATS NOT HARD.

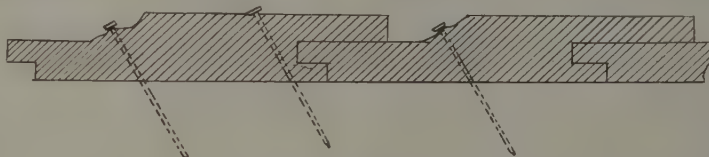
Grain Dealers Journal: We notice the paragraph in the Journal of April 25, page 505, in which you speak of Montana oats being "so hard, few are fed at home without steaming and grinding."

Quantities of Montana oats have been shipped from this valley in grading up eastern grain. We run a large farm here and raise quantities of hay and grain, and feed without grinding. We know that you are wrong in your statement. Furthermore, it has been proven by the Department of Agri., that Montana oats have a higher feeding value by four per cent, than even the Washington oats. Fifteen million pounds of Montana oats were shipped to the Philippines by the government last fall.

As to the comparative feeding value of our oats, we can refer to Major Callahan of the Quartermaster's Department at St. Paul. This statement is very misleading to possible eastern purchasers of our grain.—The Manhattan Co., Manhattan, Mont.

MONTANA OATS COMMAND A PREMIUM OF FIVE CENTS.

Grain Dealers Journal: We notice in your April 25th number, page 505, the following: The large plump oats and



Improved Lap Siding and How to Nail It.

barley grown in the irrigated lands of the Rocky Mountain states are so hard few are fed at home, without steaming and grinding. They are not considered fit for feeding whole and oat meal millers refuse them at any price; yet Atlantic coast markets seem ever ready to pay a handsome premium for them. Why?

As a subscriber and a grain dealer in one of the Rocky Mountain States and Irrigated sections to wit: The Gallatin Valley, in Montana, we feel that by the publication of this article in your journal a gross injustice has been done to the Rocky Mountain States and irrigated sections more especially. As this article is certainly unwarranted.

As to the allegations, we wish to say that we are shipping each succeeding year double or quadruple of the previous year, on both of our grains, barley and oats, showing on the face of it that the Eastern trade like our grains better and better than the Eastern and Middle Western light chaffy stuff.

We are inclined to the belief that this dope was furnished you for publication by some of the shippers into whose market we have been encroaching to some considerable extent for the last two years and they would like to head it off.

We hope you will see your way clear to rectify this very damaging assertion circulated broadcast throughout this country thru your estimable Journal. We firmly believe that had you known the truth you would not have allowed it a place in your Journal, as we do not think or believe you would be a party knowingly to have such injustice wrought upon the Rocky Mountain States. We take it that your Journal has been one which tries to tell the facts and aid in the uplift in all sections of the United States.

Your final "Why," we ask why Minneapolis, not far from your city will pay at least a five cents per bushel premium in their market daily for oats from Montana? Very truly yours, Benepe-Berglund Grain Co., Bozeman, Mont.

DROP SIDING SATISFACTORY.

Grain Dealers Journal: I have received replies from two large concerns in regard to drop siding, and my own experience is that it does not cause any inconvenience or trouble on account of the rain blowing through. One man writes me that his drop siding was green when put on, and shrank considerably, but still it does not give them any serious inconvenience.—Chas. A. Tappan, Oklahoma City, Okla.

USES DROP SIDING OF SPECIAL DESIGN ONLY.

Grain Dealers Journal: The standard shapes of Drop Siding manufactured these days, is not weather proof, and should not be used on grain bins or other places requiring a weather tight covering. I have had occasion to figure on elevators where drop siding was specified, and always got the siding made to order from my drawings reproduced herewith. This siding should not be nailed through

the lip, or lap, as is the custom with lap siding, but just above the lap; and, when used to side up grain bins, holding the pressure of the grain, it should be nailed with two large nails to each stud, as shown in the sketch. And the nails should be zigzagged, so as not to be driven in the same grain of the stud. Trusting this will be of some benefit to your readers, yours very truly, Wm. W. Lockwood, Winfield, Kan.

Feed Dealers Meet.

The Second Annual Convention of the National Ass'n of Feed Dealers was called to order by Pres. B. H. Morris in parlor A of the Auditorium Hotel, Chicago, Monday, May 24 at 10 o'clock A. M. About 60 feed dealers and manufacturers were present.

A number of pertinent subjects were discussed by men prominent in the trade. F. D. Fuller Chief of Cattle Food and Grain Investigation Bureau represented the Dept. of Agri. He discussed the subject, "National Feed Law." W. M. Hopkins addressed the meeting on "Traffic Matters." He urged the members to use their influence with Congressmen to have the Interstate Commerce Act amended in some particulars, and stated Pres. Taft had expressed himself as believing there were too many lawyers who are members of the Interstate Commerce Commission and not enough business and railroad men. The President looks for a revision of the personnel of the Commission.

At the close of the Tuesday session S. F. Scattergood of Philadelphia was elected president, E. C. Morton 1st V. P. from Minneapolis, J. H. Genung, 2d V. P. from Indianapolis, Geo. A. Schroeder, Sec'y Treas. Milwaukee.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Winnipeg, Man., May 20.—C. C. Castle, warehouse commissioner, states that the acreage of wheat in Manitoba, Alberta and Saskatchewan will be 7,200,000, against 6,800,000 last year. Had the season not been so late he estimates the area would have amounted to 7,500,000 acres.

IDAHO.

Filer, Ida., May 22.—Prospects are good for a bumper crop. Practically no grain remaining in farmers hands.—Highline Grain Co.

Moscow, Ida., May 10.—More grain put in this year than ever and the crops are looking fine. No grain in hands of farmers. It has been hot and shipped a long time ago.—P. K. Peterson, agt. Interior Warehouse Co.

Filer, Ida., May 11.—Very little grain left in the farmers' hands in this vicinity. Nearly all fall wheat is killed but spring seeding is doing fine and we never had a better prospect for both wheat and oats.—I. S. Lambin, Mgr. Utah Idaho Eltr. Co.

ILLINOIS.

Poplar Grove, Ill., May 22.—Acreage of oats and corn about same as last, also barley. Oats and barley look fair, only a little dry. Corn is two-thirds planted and never went in the ground better.—W. M. Webster.

Florence Sta., Ill., May 22.—Weather too cold for the growing crops. Need rain. Oats look thin on the ground. Corn coming up. Good stand reported all in this section of the country.—A. W. Walls.

Oquawka, Ill., May 19.—Oats are in bad condition. Winter wheat and rye are fine. The corn planting will be about thru within the next four days. Some old corn in the cribs which will be moved soon.—Lemain & Thornton.

Owaneco, Ill., May 22.—Wheat acreage 25% above 1908. Wheat condition 90%; oats acreage 25% above 1908. Oats condition 95%; corn acreage 100%. Planting late; 5% planted second time. Weather cold.—W. H. Barrett & Bro.

Modesto, Ill., May 18.—The wheat and oat crops of this section promise good returns at present. Corn planting is nearly all done, and the seed is germinating well. Farmers are looking for dollar wheat.—S. E. LeMarr, mgr. Duncan Bros.

Pocahontas, Ill., May 22.—Growing wheat around here has improved splendidly, owing to plenty moisture and cool weather, should judge that present prospect is good enough for an 85% crop. Very little wheat in farmers' hands.—Chas. Schacht, Pres. Union Roller Milling Co.

Laplace, Ill., May 15.—About 30% of 1908 corn crop in farmers' hands. No oats. No wheat. About 10% of wheat plowed under and planted to oats; remainder looks like 15 bu. crop. Oats looking well. Corn planting progressing nicely. Acreage corn and oats about as usual.—Chapman Bros. & Wilson.

Illipolis, Ill., May 11.—Acreage of wheat is less than last year. Early wheat doing well. Late wheat is bad. Corn acreage somewhat larger than last year. Planting in full blast. Oats acreage about normal. Oats backward and look thin on the ground. Will require very favorable weather to get a big crop.—G. H. Gray, mgr. Illipolis Farmers Grain Co.

Neoga, Ill., May 11.—An average acreage of winter wheat in the ground and it looks good at present; better than it did thirty days ago. A good acreage of oats and most of them are doing good. However, lots of them are drowned out. Corn is going in fine shape, with a prospect for a large acreage. Grass looking fine, with a light acreage, probably not over 75% of an average crop.—F. D. Voris.

Humrick, Ill., May 13.—The acreage of wheat is small but looks fine. Will be an early crop. We have a fair acreage of oats and they are doing fine considering the cool weather. A large acreage of corn in this locality, and the farmers are about done planting. The soil is working very fine. The prospect is for a good crop this year.—J. A. Kundall, agt. National Elevator Co.

Pontiac, Ill., May 19.—Crop conditions excellent in Illinois.—S. W. Strong, sec'y Illinois Grain Dealers' Ass'n.

INDIANA.

Yeoman, Ind., May 11.—Wheat looking fine. Oats fair. Corn planting 2-3 done.—G. W. Hamill, agt. Yeoman Grain Co.

Goshen, Ind., May 20.—Farmers are busy and delivering but little grain, if indeed they have any to deliver.—Goshen Milling Co.

Walton, Ind., May 24.—Wheat here looks well; fair to good crop. Only small acreage. Oats good. Average crop. Corn about all planted getting just a fair start.—Phillips Brothers.

Vabash, Ind.—Acreage of wheat about 75%; condition greatly improved, about 85%. Oats full or increased acreage; prospects of large crop with favorable weather conditions. Will also be full acreage of corn, about ¾ planted, same already being tended.—W. A. Elward & Co.

Union Mills, Ind., May 22.—Old oats all gone with new crop looking fair, about 5% more acreage than last year. Not much old corn left, with larger acreage than ever before and going in ground in fine shape. Old wheat all gone. Very small acreage growing and in just fair condition.—Ardan Hay.

Trafalgar, Ind., May 22.—Wheat is looking fine in this locality. All indications are for an early harvest with above an average yield. Acreage 10% short; corn all planted; some corn up and worked over; acreage 10% above average; 40% corn in farmers hands. Some corn going on market at present time.—Agt. Wm. Suckow.

Washington, Ind., May 22.—No wheat in farmers hands here worth mentioning. We loaded the last car last week. Quite a good deal of old corn holding back—probably 25% of the crop, holding high. Very little moving. The wheat acreage is not as large as an average but condition promising. We are planting a big acreage of corn in these parts and the work is well along for this time.—Jesse Goshorn.

Frankfort, Ind., May 24.—In a tour of five counties including today we find wheat very much improved, a splendid stand, having stood wonderfully in the favorable April and May weather. Should average 18 bushels to the acre, with a probable 80% acreage. While the cool weather has prevented oats from growing rapidly, keeping it at a standstill in practice, two weeks, complaints for damage or lack for a fine prospect for a crop cannot be sustained.—John A. Rice.

Rockport, Ind., May 11.—Wheat in this section came through the winter in good condition and is looking well, although not as forward as in some other seasons. Some farmers complain that the stand of wheat is not very good but we are surprised at the present condition considering the dry fall that ran up into the new year. Wheat on river bottom land is in many cases drowned out by overflows. The Ohio river now is bank-full and the low land is all covered with water.—Jeff Ray & Sons.

Waterloo, Ind., May 22.—Corn is practically all planted, in excellent condition. Oats are looking very fine and we look forward to a very nice, large crop. Wheat has made a wonderful improvement and believe we will have about 60% of an average crop. I may have this a little strong, but the improvement has been so great that it looks to me that I am not far out of the way. Meadows are doing nicely, but do not anticipate near the crop we had last year, probably not over 75% as much.—D. L. Leas.

IOWA.

Kelley, Ia., May 12.—Acreage of oats is about 75% of last year. Not much damage by frost. The past week of continued sunshine will result in 50% of corn being planted by May 15. About 30% of old corn is yet in farmers' hands; of this 20% will grade No. 2.—J. M. Johnston.

River Sioux, Ia., May 17.—With plenty of moisture the crop prospect is good. Wheat and oats making good growth. Larger acreage of winter wheat here this year than before. Corn planting about all done. Some little complaint of poor stand. No wheat in the farmers' hands and very little corn on market.—H. E. Scott, agt. Uppide Grain Co.

Leland, Ia., May 10.—Spring crop started rather late and the ground not being in very good condition farmers are somewhat backward with their work, but seeding of small grain is mostly finished and corn planting will be general from now on. The weather at present is fine. Not much grain in farmers' hands. The acreage of corn and oats, which are the principal crops, will be about the same as usual.—J. F. Dunbar.

Shenandoah, Ia., May 12.—Thru Iowa I have found very little corn in cribs. If price goes down farmers won't sell, but will feed it. Dealers say corn seems to be gradually melting away. When corn has been planted there will be a light run of corn and oats in June, a kind of clean up. In the southern part of the state I found a great deal of call for corn to go to northern Missouri to feeders. I failed to find any large amounts of corn anywhere.—R. S. Nelson, Jacksonville, Ill.

KANSAS.

Arkansas City, Kan.—The wheat acreage 50%, condition 50%. Oats acreage 110%, condition 80%. Corn acreage 125%.—H. H. Hill.

Wichita, Kan.—The wheat acreage is about 80%, condition 90%; corn 80%, condition backward; alfalfa acreage 125%, condition 90%.—E. K. Neveling.

Linn, Kan., May 11.—Acreage wheat 85% of last year; condition fair. Nearly all wheat shipped out, only two cars remaining in our territory.—H. R. Gray.

Zenda, Kan., May 11.—Acreage of wheat about the same as one year ago. Prospects very poor, 5 to 10 bu. crop; old wheat all shipped out. Some corn to go out yet.—E. E. Baird.

Milan, Kan., May 19.—Wheat acreage sown last fall was not as large as usual, and the wind blew some of it out, the balance is so short that much of it will have to be headed. Early wheat is heading out now and blooming.—Geo. W. Hough.

Phillipsburg, Kan., May 14.—Majority of wheat fields in good condition. Some few fields damaged a little on account dry and windy weather. Farmers most all done planting corn.—McIlvain Grain & Coal Co.

Lucas, Kan., May 12.—On account of high winds and dry weather prospects are for not more than half crop at this time. We just had about one-half inch of rain; that will help the wheat a great deal.—W. F. Byers, agt. Morrison Grain Co.

Idana, Kan., May 14.—About one inch of rain has fallen here in the last 24 hrs. and still raining. This puts the wheat and oats in fine shape. The corn is planted and some is coming up. With favorable weather from this on the crops will equal last year.—A. V. Roach.

Turon, Kan., May 12.—No old wheat remains in either the hands of the farmers or the country elevators. About 85% of last year's acreage of wheat, with about a 90% crop prospect compared with last year's. Corn planting all done, but all farming at a standstill on account of dry weather.—A. E. Kickhut, mgr. Turon Eltr. & Merc. Co.

KENTUCKY.

Jett, Ky., May 12.—Wheat has improved very much last ten days; will make 80% of crop. Large crop of corn being planted, possibly 50% more than last year. Arrangements are being made to put in a bumper crop of tobacco.—J. R. Shaw & Co.

MICHIGAN.

Alma, Mich.—At \$1.49 a bus. for wheat there is little of the grain coming in.—Alma Grain & Lumber Co.

North Adams, Mich., May 10.—Wheat on the ground in this part of Michigan is looking fine.—J. S. Blackmer.

Grant, Mich., May 10.—The prospects for this year's wheat crop is not very good. On heavy or clay soil it is nearly all dead. On sandy soil it looks fair.—Henningsen Co.

Eaton Rapids, Mich.—With the return of good weather farmers in this section are looking for a heavy crop. Many acres have been sown. About all the seed that was planted before the heavy rains and snow of the last few weeks has rotted and the ground in most cases will have to be replanted.

Detroit, Mich., May 22.—Farm work in the state is fully two weeks late just now. There has been so much rain and broken weather that farmers have been unable to get on their lands and it will take several days for the ground to dry out. Oats should have been in two weeks ago. That is the crop which will suffer most by the delay.—W. E. Heames.

Ann Arbor, Mich.—We are taking in almost no wheat. We are shipping in very little as we stored enough for the needs of the immediate future. There isn't any wheat in the country except a little spring wheat in the northwest. These conditions are caused by the fact that the price of wheat last fall was very high and farmers sold all they had and it was shipped out of the country.—G. F. Allmendinger.

[Continued to Page 672.]

New Grain Tariffs

Among the new freight tariffs covering grain, seeds, hay and straw, filed with the Interstate Commerce Commission to become effective upon date specified in each abstract, as reported by *The Traffic Bulletin* of Chicago, are the following:

EXPORT.

C M & St P, Sup 24 to ICC No B121, rules governing export shipments of grain products; effective June 1.

C I & L, ICC No 2140, grain, from stations on C I & L in Indiana to Newport News, Va., for export; effective June 2.

Grand Trunk, Sup 5 to ICC No 301, hay and straw, from stations on Grand Trunk to Portland, Me., for export; effective May 31.

M K & T, Sup 7 to ICC No A2969, grain, grain products, from Chicago, Decatur, Kansas and Oklahoma to Galveston and Texas City, Tex. (for export); effective June 15.

St L & S F, Sup 42 to ICC No 5590, grain and grain products, from stations on St L & S F and connections to New Orleans, La., and Galveston, Tex. (for export); effective June 19.

Ill Cent, ICC No J5145, barley, corn, oats, rye and wheat, from East St. Louis, Ill., and St. Louis, Mo., to New Orleans, La. shipside, for export, 10½¢; effective June 12.

C M & St P, ICC No B1637, grain and grain products, from Kansas City, St. Joseph, Mo., Atchison or Leavenworth, Kan., to Newport News and Norfolk, Va., for export; effective June 11.

Wabash, Sup 6 to ICC No 999, grain and grain products, from Chicago, Decatur, East Hannibal, East St. Louis and St. Louis, etc., to points east, for export; effective June 13.

St L & S F, Sup 41 to ICC No 6590, grain and grain products, from stations on St L & S F and connections to New Orleans, La., and Galveston, Tex., for export; effective June 8.

M & O, ICC No A413, corn, oats, rye and barley, 10½¢; wheat, 11¼¢, from St. Louis, Mo., and East St. Louis, Ill., to Mobile, Ala., New Orleans and Port Chalmette, La., for export; effective June 12.

Ill Cent, ICC No J5146, grain, cleaned, clipped, graded, inspected milled, mixed, sacked, shelled, stored or weighed at Cairo, Ill., and reshipped to New Orleans, La., shipside, for export; effective June 20.

Mo Pac, ICC No A952, wheat and corn, from Omaha, South Omaha, Nebraska City, Neb., and Council Bluffs, Ia., originating beyond to Port Arthur, Tex., for export, shipside delivery, wheat, 19½¢; corn, 18¼¢; effective June 10.

C B & Q, ICC No 9555, grain and grain products, from points in Kansas and Nebraska on C B & Q to Port Arthur, Tex., New Orleans, La., Port Chalmette, La., Pensacola, Fla., Mobile, Ala., Galveston and Texas City, Tex., for export; effective June 1.

C R I & P, ICC No C8646, grain, grain products and broomcorn, from stations in Colorado, Kansas, Missouri, Nebraska and Oklahoma to Galveston, Port Arthur, Tex., New Orleans, Port Chalmette, Algiers, Gretna, La., and Mobile, Ala. (for export); effective June 22.

Mo Pac, Sup 10 to ICC No 9908, grain and grain products, from stations on Ft Smith & W and St L El Reno & W to New Orleans and Westwego, La., for export; the Mo Pac has issued supplements to this and other tariffs showing application of rates to New Orleans in connection with M La & Tex S 8; effective June 9.

GRAIN AND GRAIN PRODUCTS.

Chi C & L (9577), damaged grain, from Chicago, Ill., to Toledo, O., 6¢; 1 day (granted).

L & N, grain from East St. Louis, Ill., to Hawesville, Ky., 6¢; effective June 7.

M & O, grain, from Union City, Tenn., to Memphis, Tenn., 10¢; effective June 16.

Goodrich Trans, grain and grain products, from Chicago, Ill., to Grand Rapids, Mich., 7¢; effective June 28.

Mich Cent, corn, from Black Rock and Buffalo, N. Y., to Niagara-on-the-Lake, Ont., 5¢; effective June 17.

C I & L, grain, all kinds, from Crawfordville, La Fayette, Linden, Raubs, Rooney and Taylor, Ind., to Cincinnati, O., 7¢; effective June 2.

Mo Pac, wheat, from Kansas City, St. Joseph, Mo., Atchison and Leavenworth, Kan., to Alton, Ill., 9¢; effective June 10.

Can Pac, corn, from Detroit, Mich. (elevators and rail connections), to Kingston, Ont., 11¢ (cor.); effective June 6.

Ill Cent, wheat, from Chicago, Ill., to Highland and Pocahontas, Ill., 7¢; effective, state, May 11; interstate, June 14.

B & O, grain and grain products, from Shelby and Shelby Junction, O., to Painesville, O., 7¼¢; effective, state, May 25; interstate, July 1.

C B & Q, grain and grain products, from Keokuk, Ia., to Cincinnati, O., Evansville, Ind., New Albany, Ind., 14¢; Louisville, Ky., 15¢; effective June 1.

C I & Sou, elevator ofal (oat hulls, clips and elevator dust), from South Bend, Ind., to Linden, Ind., 6¢; effective, state, May 12; interstate, May 31.

S A L, grain and grain products, from Baltimore, Md., Philadelphia, Pa. (steamer's dock), to Ferdinand and Jacksonsville, Fla., Class C, 12½¢; Class D, 10¢; Class F, 20¢; effective June 14.

C I & L, grain, to Cincinnati, O., from Cyclone, Frankfort, Horton, Kirklins, Sheridan, Terhune and Westfield, Ind., 7¢; includes delivery on Cln H & D tracks at Cincinnati only; effective June 2.

C B & Q, wheat, barley, corn, kafir corn, oats, rye and speltz, from East Burlington, Ill. (when from beyond), to Louisville, Ky., and New Albany, Ind., 7¢; effective June 1.

Iowa Cent, corn, oats, rye and barley, from Albert Lea, Glenville, Gordonville, Minn., Northwood, Kensett, Manly, 21¢; Grinnell, 17¼¢, and Newton, Ia., 8½¢; effective June 12.

Ill Cent, grain, viz., corn, barley, oats, rye and wheat, between Bayou Sara, Baton Rouge, La., and Jackson, La., C L, 12¼¢; L C L, 15¢; effective, state, May 10; interstate, June 10.

L S & M S, elevator dust and oat clippings, from Buffalo, N. Y., to Peoria, Ill., 13¼¢; grain, grain products, from stations on L S & M S to points in C F A; effective June 15.

Vandalia, grain and grain products, from Peoria, Ill., to Cincinnati, O., Jeffersonville, Ind., New Albany, Ind., Louisville, Ky., 10¢, and Evansville, Ind., 8¢; effective June 2.

N Y C & St L, elevator dust and oat clippings, to Peoria, Ill., from Buffalo, Buffalo Junction, East Buffalo, N. Y., 13¼¢; from Cleveland, O., 11¢; from Fostoria, O., to Linden, Ind., 8¢; effective June 15.

Erie, grain, to Fostoria, O., from points in C F A territory. Elevator dust and oat clippings, C L, from Buffalo, N. Y., to Peoria, Ill., 13¼¢; effective, state, May 20; interstate, June 15.

Can Pac, wheat, corn and oats (ex-lake), from Owen Sound, Ont., to be milled at Peterboro, Ont., and product reshipped, to Boston, Mass., and rate points, 15¼¢; includes elevation at Owen Sound; effective June 12.

Vandalia, grain and grain products, from Midland City, Ill., to Farndale, Ill., to Cincinnati, O., Jeffersonville, New Albany, Ind., Louisville, Ky., 10¢; East St. Louis, Ill., 6¢, and Evansville, Ind., 8¢; effective June 2.

C M & St P, grain, grain products and seeds, from Kansas City, Mo. (when from beyond, to be milled at Waseca, Minn.), when for Chicago, Ill., or Milwaukee, Wis., 19¼¢; effective June 15.

C M & St P, wheat, from St. Paul, Minneapolis, Minnesota Transfer, Elevator "B" Duluth, Superior, Minn., (applies only on shipments originating at points beyond), to be milled at Cedar Rapids, Ia., when for Chicago, Ill., 10¢; effective June 4.

C M & St P, corn, rye, oats and barley, also grain screenings and flour mill refuse, C L, from St. Paul, Minneapolis, Minnesota Transfer, Winona, Minn., or La Crosse,

Wis. (when from beyond), to Mobile, Ala., Fort Chalmette and New Orleans, La., 21¼¢; effective June 12.

C R I & P, grain, but not including grain products, from Chicago, South Chicago and Joliet, Ill. (originating at points from which no through rates are published) to East St. Louis, Ill., and St. Louis, Mo., 7¢; terminal rate only and will not apply at intermediate points; effective, state, May 10; interstate, June 12.

T P & W, ICC No 635, grain, all kinds, from stations on T P & W to Chicago, Ill.; effective May 31.

P C C & St L, ICC No P126, grain and grain products, from stations on P C C & St L to points in C F A territory; effective June 15.

B & O, ICC No 8394, grain and grain products, C L, from stations on B & O to points in C F A territory; effective, state, May 15; interstate, June 1.

C & O, ICC No 4637, grain and grain products, and hay, from stations on C & O to points on Virginian Ry; effective June 1.

Wabash, Sup 1 to ICC No 1486, grain and grain products, from stations on Wabash to points in Michigan and Ohio; effective June 1.

Iowa Cent, ICC No 2144, corn and oats, from Ackley, Ia., to stations in Missouri; effective June 1.

L S & M S, Sup 7 to ICC No A2343, grain and grain products, from stations on L S & M S to eastern points; effective June 1.

Elgin J & E, ICC No 1062, grain, from Groups 1 and 2 to Indianapolis, Cincinnati and Ohio River crossings; effective June 1.

Erie, Sup 55 to ICC No A2016, grain, grain products, from western points to Toledo, O.; effective, June 7.

B & Q, ICC No 9572, grain, from stations on C B & Q in Illinois to Hawkesville, Ky.; effective June 12.

C R I & P, Sup 20 to ICC No C6662, wheat and corn, from points in Kansas to Springfield, Mo.; effective June 10.

C B & Q, Sup 3 to ICC No 9315, grain, grain products, between points in Illinois and stations in Iowa; effective June 9.

Can Pac, ICC No E867, grain and grain products, from Fort William and Port Arthur, Ont., to stations on B & A; effective June 16.

C C C & St L, ICC No 4784, corn cobs, from stations in Illinois on C C C & St L and Cln Nor to Terre Haute, Ind.; effective June 21.

Ill Cent, Sup 6 to ICC No A6788, grain, grain products and hay, from stations on Ill Cent in Illinois, Indiana and Wisconsin to stations on Yazoo & M V; effective June 20.

Grand R & I, ICC No 925, grain and grain products, from stations on Grand R & I in Michigan to Chicago, Ill.; effective June 19.

S W Trf Com, Sup 1 to ICC No 586, grain, grain products, seeds, hay and straw, from points in Oklahoma to points in Texas; effective June 20.

S W Trf Com, Sup 60 to ICC No 464, grain, grain products, seeds and hay, from Texas points to western and southern points; effective June 19.

Wabash, Sup 8 to ICC No 735, grain and grain products, between St. Louis, Mo., and East St. Louis, Ill., and points in Missouri; effective June 12.

Mich Cent, Sup 9 to ICC No 3400, grain and grain products, from points in Indiana and Illinois to points in C F A territory; effective June 15.

Ind Sou, ICC No A319, barley, corn, oats, rye and wheat, from stations in Indiana and Illinois to Chicago, Ill., when for beyond; effective June 19.

Tenn Cent, Sup 1 to ICC No A69, grain, grain products and hay, from Nashville and Clarksville, Tenn., to stations on Yazoo & M V; effective June 5.

C & N W, ICC No 7037, barley, from stations on C & N W and C Gt W to St. Louis, Mo., and East St. Louis, Ill.; effective June 1.

L S & M S, Sup 8 to ICC No A2343, grain, and grain products, from stations on L S & M S to eastern and Virginia points and points taking same rates; effective June 10.

A T & S F (Coast Lines), Sup 19 to ICC No 4067, grain and grain products, between points on Coast Lines of A T & S F; effective, state, April 20; interstate, June 10.

C & A, ICC No 83, feed and grains, from Peoria and Pekin, Ill., to stations on C & A and connections; effective, state, April 30; interstate, May 31.

L S & M S, Sup 6 to ICC No A2244, grain and grain products, from Chicago, Ill., and rate points to Boyne City, Boyne Falls and Kalkaska, Mich.; effective June 1.

S W Trf Com, Sup 2 to ICC No 575, grain, grain products, seeds, hay and straw, from western and southwestern points to points in Louisiana; effective June 7.

Wabash, Sup 14 to ICC No 471, grain and grain products, from Chicago, Ill., Detroit, Mich., East St. Louis, Ill., and Toledo, O., to seaboard cities; effective June 1.

C & N W, ICC No 7029, grain and hay, between Peoria and Chicago and rate points and stations on Inter-Urban Ry; effective June 4.

Mich Cent, ICC No 3654, grain, grain products, from Buffalo, Black Rock, Suspension Bridge, N. Y., to points west, northwest and southwest; effective July 1.

Ind Sou, ICC No A322, barley, corn, oats, rye and wheat, from stations on Ind Sou in Illinois and Indiana to Chicago, Ill., and rate points; effective June 19.

C C C & St L, ICC No 4776, grain and grain products, from stations on C C C & St L to points in C F A territory; effective, state, May 28; interstate, June 18.

C & A, Sup 8 to ICC No 1746, wheat and grain, from Peoria and Pekin, Ill. (when from beyond), to southern points; effective June 11.

Ill Cent, Sup 5 to ICC No A7216, grain products, from Decatur, Ill., to Madison, Wis., and points in Illinois; effective, state, May 12; interstate, June 14.

C R I & P, Sup 6 to ICC No C8400, grain and agricultural products, from Missouri River crossings to stations in Illinois and Wisconsin; effective June 14.

B & O S W, Sup 1 to ICC No 6375, grain, grain products, from Beardstown, Ashland and Springfield, Ill., to Cincinnati, Loveland and Chillicothe, O.; effective June 15.

Wabash, Sup 6 to ICC No 999, grain and grain products, from Chicago, Decatur, Hannibal, East St. Louis and St. Louis, etc., to eastern points; effective June 13.

C P & St L, of Ill, ICC No 674, grain and grain products, from Pekin and Peoria, Ill., to points in Alabama, Arkansas, Louisiana, Mississippi and Tennessee; effective June 11.

C St P M & O, Sup 3 to ICC No 3431, grain, grain products, from points in Minnesota and Wisconsin to points on D S S & A and connections; effective June 10.

C & N W, Sup 13 to ICC No 6815, grain, seed, etc., between Omaha, South Omaha, Neb., or Council Bluffs, Ia., and points in Minnesota; effective, state, April 12; interstate, June 10.

C R I & P, Sup 14 to ICC No C8115, grain, grain products, seeds and broomcorn, between St. Paul, Minneapolis and Minnesota Transfer, Minneapolis, and rate points and stations in Oklahoma; effective June 14.

C B & Q, ICC No 9555, grain and grain products, from points in Kansas and Nebraska to Cairo, Ill., Evansville, Ind., Memphis, Tenn., New Orleans, La., and points taking same rates; effective June 1.

C M & St P, Sup 2 to ICC No B1298, corn and oats, from Kansas City, Mo., Omaha, Neb., and rate points to points in Ohio and Indiana; applies only on shipments destined to southeastern and Carolina territory; effective June 8.

C C C & St L, Sup 14 to ICC No 2849, wheat, barley, corn, oats and rye, from Peoria and Pekin, Ill. (originating beyond), C L, to stations in Louisiana, Mississippi, Tennessee and Alabama; effective June 11.

C M & St P, ICC No B1631, wheat, corn, rye, oats and barley, from stations on C M & St P in Illinois and Iowa to Cincinnati, O., Indianapolis, Jeffersonville, New Albany, Ind., and Louisville, Ky.; effective June 13.

C C C & St L, ICC No 4774, grain, grain products, from stations on C C C & St L to Alton, East St. Louis, Ill., and St. Louis, Mo.; effective, state, May 25; interstate, June 15.

D T & I, Sup 13 to ICC No 1010, grain and grain products, from stations on D T & I and connections to Virginia cities, eastern, interior eastern and New England points; effective June 5.

C & N W, Sup 8 to ICC No 6907, grain and flaxseed, C L, between Chicago, Peoria, St. Paul, Duluth and stations in Iowa, Minnesota, North and South Dakota; effective, state, May 15; interstate, June 10.

W T L Com, Amend 40 to ICC No 457, grain products, from St. Paul, Minneapolis, Minnesota Transfer, Duluth, Minn., Superior and Ashland, Wis., to Ohio River crossings; effective June 15.

Mich Cent, Sup 9 to ICC No 3387, grain, grain products and articles taking same rates from stations on Mich Cent to eastern United States and Canadian basing points; effective June 10.

L & N, Amend 183 to ICC No A6022, grain, in bulk, or in sacks, any quantity, to Evansville, Ind., from stations in Kentucky and Tennessee; effective June 8.

C R I & P, Sup 16 to ICC No C8118, grain, grain products, seeds and broomcorn, between St. Louis, Jefferson City, Mo., East St. Louis, Cairo and Thebes, Ill., and stations in Oklahoma; effective June 14.

SEEDS AND HAY.

C B & Q, Sup 1 to R R No GFO7742 of 1895, flaxseed, cancel rates from Minneapolis, Minn., to Decatur, Ill.; class rates will apply; effective May 31.

C & N W, Timothy seed, from Winona, Minn., to Clinton, Camanche and Lyons, Ia., 20c; effective June 15.

C Gt W, Timothy seed, from Winona, Minn., to Chicago, Ill., and stations on C Gt W in Illinois; 20c; effective June 1.

C St P M & O, alfalfa seed and cane seed, from Omaha, Neb., to Sioux City, Ia., 94c; effective, state, April 21; interstate, June 11.

L & N, Amend 96 to ICC No A8551, millet seed, C L and L C L, from points in Tennessee to Louisville and Highland Park, Ky.; effective June 20.

C & N W, Amend 24 to ICC No 6222, timothy seed, from Ia. Crosse, Wis., to Chicago, Ill., stations Index Nos. 1 to 163, 187 to 201, 221 to 233, 275 to 296, 317 to 346, all inclusive, 20c; effective June 15.

Minn & St L, ICC No 2079, flaxseed, malt, oil cake and oil meal, from Minneapolis, Minnesota Transfer and St. Paul, Minn., or rate points to stations in Missouri and Kansas; effective June 10.

Minn & St L, Sup 9 to ICC No 2005, flaxseed, grain, screenings, flour and millstuffs, between St. Paul, Minneapolis and Minnesota Transfer, Minn., and Chicago, Peoria, East St. Louis, Ill., and St. Louis, Mo.; effective June 11.

C Gt W, Timothy seed, from St. Paul, South St. Paul, Minneapolis and Minnesota Transfer, Minn., to Chicago, Ill., and stations on C Gt W in Illinois taking same rates, 20c; effective June 1.

C M & St P, Sup 4 to ICC No B1267, flax or millet seed, flour, grain and grain products, between stations on C M & Puget Sound, Butte, Anaconda & Pac and Chicago, Ill., Milwaukee, Wis., Green Bay, Racine, Wis., St. Paul, Minneapolis, Minnesota Transfer, Duluth, Minn., Superior, Wis., and Missouri River points; effective June 15.

L V, ICC No B4177, hay and straw, from stations on L V to points on N Y C & H R and West Shore; effective June 14.

C B & Q, Sup 22 to ICC No 4512, hay, between stations on C B & Q and connections; effective June 1.

C B & Q, Sup 6 to ICC No 8996, hay and straw, between western points and stations in Missouri; effective June 1.

C R I & P, hay, from Mossville, Ill., to Streator, Ill., 6c; effective, state, May 1; interstate, June 9.

L & N, ICC No A10587, hay, basis for rates from Ewells, Bufords and Pulaski, Tenn., to points in southeastern territory; effective June 11.

St L S W, Sup 28 to ICC No 2402, Arkansas, hay and straw, from stations on St L S W to northern, eastern, western and southern points, correcting minimum weights; effective June 16.

ELEVATION AND TRANSIT.

M K & T, ICC No A3226, grain, elevation allowance at St. Louis, Mo., and East St. Louis, Ill.; effective June 18.

Cumb Gap Desp, Sup 1 to ICC No A412, cancel allowances for transfer of grain at stations on Cumb Gap Desp; effective June 13.

C & O, ICC No 4644, rules governing absorption of elevation charges at Cincinnati, O., Covington and Newport, Ky., on grain destined to Lexington, Winchester, L & E Junction, Mt. Sterling and Maysville, Ky.; effective June 15.

Wabash, ICC No 1918, rules governing elevation and grain transfer allowances at Chicago, Ill., Decatur, Ill., Detroit, Mich., East St. Louis, East Side, Granite City, Ill., Hammond, Ind., Harvey, Hayford, Riverdale, Ill., Indiana Harbor, Ind., St. Louis, Mo., and Toledo, O.; effective June 18.

A & S F, Sup 16 to ICC No 4174, transit privilege on grain and seeds, C L; effective June 12.

C C C & St L, ICC No 4765, grain, rules governing stopping in transit at points on C C C & St L; effective June 4.

Erie, ICC No A4079, grain and grain products, rules governing milling, mixing or malting in transit at points on Erie; effective June 14.

P & R, ICC No J1721, charges for diversions of grain, grain products, hay, straw, at Newberry Junction and Rutherford, Pa.; effective June 15.

C B & Q, ICC No 9557, rules governing milling and cleaning in transit on grain at Clinton and Davenport, Ia.; effective June 1.

K C Sou, ICC No 2519, grain, grain products, seeds and hay, rules governing absorptions at Kansas City, Kan.-Mo.; effective June 16.

C St P M & O, Sup 2 to ICC No 3526, rules governing milling, cleaning, storing and malting of grain in transit from points on C St P M & O; effective June 5.

C R I & P, ICC No C8638, grain, grain products or seeds, cleaning, milling, malting, shelling, mixing or manufacturing in transit at points on C R I & P; effective June 21.

Ill Cent, Sup 2 to ICC No 4109, grain, grain products and hay, cleaned, clipped, milled or mixed, stored or weighed at Evansville, Ind., and Henderson, Ky., and re-shipped to stations on Ill Cent, cancel; for rates see Tariff 1668A, ICC A10, A. D. Hall, agent; effective June 4.

Zanesville & W, ICC No 185, R R No Circular 238, grain doors, rules governing adjustment of expense for same; effective June 3.

C C C & St L, Sup 1 to ICC No 4706, R R No Circular A452, rules governing settlement of claims for shortage on grain in bulk, cancel; no rules in effect; effective June 11.

L V, ICC Tariff No B4112 rules governing allowance in weight for lining in car loadings of grain doors, potatoes, etc., and allowance for grain doors on grain in bulk; effective June 1.

Pere M, ICC No 2035, R R No 2547, rules governing charge and settlement of expense for grain doors furnished with grain in bulk; effective, state, May 8; interstate June 1.

B & O S W, ICC No 6440, R R No Circular 889B, rules governing charge and settlement for doors furnished for cars to be loaded with grain; effective June 18.

Ft Smith & W, ICC No 305, R R No 1498, allowances for lumber used in repairing cars and for interior doors for transportation of grain and grain products between stations on Ft Smith & W; effective June 10.

L S & M S, Sup 4 to ICC No A2327, rules governing allowances and settlement for grain doors on shipments of grain, requiring grain doors received from connections at East Buffalo, N. Y., Buffalo, N. Y., and Erie, Pa.; eliminations from list of participating carriers; effective June 11.

REPARATION.

The Canadian Valley Grain Co. asks \$27.84 reparation for overcharge on shipments of snap corn from Calvin, Okla., to Wilton and De Queen, Ark., over the Rock Island and the Kansas City Southern.

Refund of overcharges by carriers to shippers has been ordered recently by the Interstate Commerce Commission in the following cases:

To Sanford Richards from C. B. & Q. R. R., \$7.94 overcharge on two shipments of rye and oats from Orleans, Neb., to Kansas City, Mo.

To Utah Grain & Elevator Co., from San Pedro, Los A. & S. L. R. R., \$89.55 on one carload of oats from Idaho Falls, Ida., to Caliente, Nev.

To Rumsey & Co., from Wisconsin Central R. R., \$11.28 on one carload of flaxseed from Manitowish, Wis., to Chicago, Ill.

To Interior Elevator Co., from C. M. & St. P. Ry., \$370.50, excessive switching charges on 215 cars of grain from Minneapolis, Minn., to various points.

To Arkansas Fuel Co. from Chicago, M. & St. P. Ry., \$4.16 and interest on a carload of hay from Kansas City, Mo., to Seymour, Ia.

To Kansas City Hay Co., \$38.74 and to Carlsile Commission Co., \$32.52 from the C. M. & St. P. R. on shipments of hay to Peoria, Des Moines and Stillwater, Minn.

Annual Meeting of Oklahoma Grain Dealers Ass'n.

The twelfth annual meeting of the Oklahoma Grain Dealers Ass'n was called to order by Pres. J. S. Hutchins in the Commercial Club Rooms, Oklahoma City, at 2:20 p. m., Wednesday, May 19, who congratulated the members on the advancement made during the past year and assured them that the Ass'n would make still greater gains during the coming year.

S. L. Brock, Pres. of the Oklahoma City Chamber of Commerce, welcomed the dealers to the city, and D. J. Donahoe of Ponca City, responded in an eloquent appeal for the establishment of a central market at Oklahoma City for grain, as well as other products. From his response we take the following:

MR. DONAHOE'S RESPONSE.

On behalf of the Millers and Grain Dealers ass'ns of Oklahoma, we desire to express our appreciation of the generous reception and the words of welcome from the president of the Chamber of Commerce of the city where we are told, prosperity's sun never sets, where wealth and industry abound, and where the knocker tarrieth not. The same motive that inspired your business men to establish this Chamber of Commerce for the protection of their own interest and the interests of the city, has induced the Millers and Grain Dealers to form an association for the protection and the advancement of their interests, and the interests of the producer. It was only through the intelligent united effort of your citizens that you were able to build this magnificent city, and it will be only through the intelligent united efforts of the Millers and Grain Dealers that we will be able to obtain for ourselves and for the producer that advantage, which nature and geographical location have given us in the markets of the world.

Within this fair City today are Millers and Grain Dealers from every part of the State; this fact signifies that Oklahoma City is the geographical center of the State; it signifies that she is the R. R. center, but most important to us that she will soon become the market center for the agricultural products of this great State. Substantiated by the fact that given this view in a recent decision of the Interstate Commerce Commission, which recognizes the injustice of the claims of Kansas City to be the basing point for the entire Southwest, and also the great importance of our natural outlet to the eastern and to the markets of the world, through our Gulf ports.

With three of the leading mills and one of the most completely equipped elevators in the Southwest a substantial foundation has already been laid. If we may judge your future by your past we are confident that you will build upon this foundation a magnificent superstructure and that in the near future we will be distributing our products to the South and the Southeast on Oklahoma City weights and grades. [Applause.] This is a matter of great importance, not only to Oklahoma City but to the entire Southwest, it is the only hope of solution of that great omnipresent question with the Grain Dealer, destination weights and grades. There is no other business where so much is left to the honor and integrity of the other party to a contract as there is in the grain business. We ship our products hundreds of miles to people we never saw and perhaps never heard of before, away from central markets, on their weights and grades, and it may be said for the Millers and Grain Dealers that this great confidence has rarely been betrayed, but it is the exception (small tho it may be) that calls for a central market in Oklahoma, either here or at some other R. R. center.

The motives of the Millers and Grain Dealers in meeting in convention is sometimes misconstrued as inimical to the interests of the producer. No greater or unjust error could be made. The economic law of the division of labor has made the grain and milling business legitimate and honorable ones. Markets must be extended and broadened; the honorable reliable dealer must be sought and the dis-

honorable, unreliable avoided; unjust freight rates and traffic conditions must be resisted; unfair rules and regulations of market centers must be contested; in short it is our duty to place upon the markets of the world the principal products of this great agricultural State. This may be done in two ways, it may be done with the maximum of intelligence and information so that these products will bring to the producer the highest price, which the markets of the world afford; or it may be done as it has been done in the past two or three years by the Farmers Protective Ass'n of America with a minimum of information and intelligence so that it may bring to the producer the least amount possible so that through the ignorance, cupidity and prejudice of the producers a few grafters and superannuated politicians may wax fat.

At times we are criticized, but these criticisms come from a small class of uninformed people, whose only library consists of Montgomery Ward and Sears, Roebuck catalogs; from people who are worthless to themselves and absolutely worthless to the community in which they live. When political economy shall be considered an idle dream, when the economic law of the division of labor shall become obsolete; when the Farmer can be his own Merchant, his own Miller and his own broker, then indeed will we have reached the millennium and we shall all be the hired servants of the farmer.

If we are to do our duty faithfully towards ourselves and the producers, we must have information to know our rights and the strength enough to obtain them. This can only be done through our united efforts in these ass'ns, the individual producer and the individual Miller or Grain dealer would be powerless in the correction of a single abuse that confronts us. It is for this reason that we are here today.

Again we thank you for the welcome tendered us.

C. F. Barrett, Sec'y of the Okla. Board of Agri., read an excellent paper on How Shall We Increase the Wheat Acreage in Oklahoma? from which we take the following:

How Shall We Increase Wheat Acreage in Oklahoma?

With cash wheat selling around \$1.50, the plausible and prophetic Patten declaring that reserves are exhausted and that we have entered upon a period of higher prices for wheat, it would seem that the question of "How Shall We Increase Wheat Acreage in Oklahoma?" ought to be an easy one to solve, for the price of the product must necessarily be one of the first considerations of the producer.

Should these prices continue after harvest there is no doubt about a larger acreage of wheat being sown in Oklahoma the coming fall than for the two years past, at least, for it is easily apparent to those who have interest in this subject that a long period of low prices, with damages by insects, hail, flood and drought have done much to discourage the growers of wheat and decrease the acreage now only in Oklahoma, but in other winter wheat states.

Previous low prices are not the only cause of this discouragement to the wheat farmer, however. To this important reason for the continued decline in wheat acreage must be added the still more serious proposition of a continually decreasing yield per acre in the general average in the cost of production. The average yield of wheat per acre is becoming steadily less, and the average cost per acre, as well as per bushel, has steadily increased. These results are neither new or startling to those familiar with the history of wheat growing in the states. The decrease of yield per acre, from year to year, in sections once noted for wheat production, and the final abandonment of its culture as a profitable crop, is abundantly proven by the records of all the middle and western states. It is this stubborn and relentless fact in wheat growing history, and the unflinching characteristic which it has of repeating itself in every new field that

makes the proper answer to my subject a somewhat puzzling problem.

I am not certain that the interests of the farmers in the wheat-producing sections of the state, demand an increase in the acreage sown. It seems to me that the vital question with them is either an increase of the yield per acre, or a gradual abandonment of the crop as a marketable dependence. It is the duty of the Board of Agriculture to administer and enforce all laws which have for their object the betterment of the farmer, the encouragement and improvement of any branch of agriculture, and through our County Farmers' Institute system, our Experiment Stations and Demonstration Farms, our A. & M. College, District Agricultural Schools and the system of crop reports, statistics, bulletins, lectures and demonstrations we hope to make this department of the state government a helpful and beneficial factor in the agricultural development and business welfare of the State.

Diversification: To do this the Board has adopted as a fundamental principle of its work for the promotion and encouragement of agriculture the well-proven policy and sound argument that only by careful diversification of crops can the Oklahoma farmer hope to become independent and continue prosperous through all seasons and under all conditions. We do not claim for the Board anything original in this method, but we do claim that the climate, soil, annual rainfall and varied topography of Oklahoma makes this the ideal state to demonstrate the sanity and good business sense of systematic diversification and proper rotation of crops.

Oklahoma soils are neither better nor worse than those of surrounding states. What rainfall, drought and erosion of wind and flood have done for the lands of other states they have done for Oklahoma, and the system of soil-robbing perpetrated by the careless and improvident husbandman in the wheat and corn states of the North, and the cotton states of the South, have been practiced by the one-crop farmers in Oklahoma, and we may as well face the truth of this condition. For twenty years Oklahoma's virgin soil in what is known as the "wheat belt" of the State has been brot into cultivation and "tamed" with an annual wheat crop. For an even longer period its virgin soils in the cotton belt have been robbed by a perennial cotton crop until the average per acre of wheat production in Oklahoma has sunk to twelve and seven-tenths bus. and cotton to 143 pounds per acre. Is it any wonder, then, that the decreasing acreage of each has begun to attract attention? Do not these figures on production, taken in connection with the low prices of wheat previous to last fall's sowing, and the low price of cotton last autumn, afford excellent reasons why the farmer and the farmer's friends should begin to take a serious interest in the final outcome of this one crop system?

This does not mean that the growth of wheat or cotton within the state should be abandoned, or that the total acreage of either crop—and particularly wheat, in view of the present prospects for a period of higher prices—should be diminished, but it does mean that the real question before the wheat grower and the cotton farmer is: How to produce more per acre and NOT How to increase the acreage. It seems to me that is the vital question that concerns this Ass'n, and not only the grain dealer and the miller but the business interests of the state, the transportation companies, and most of all the consuming public everywhere.

The wheat growing area of the United States will never again be rapidly increased by the addition of an agricultural way of vast, rich plains covered with a virgin sod. Oklahoma herself has very limited areas of new land with which to increase her wheat acreage. The cotton section of the State is not yet so fully developed. But there are wondrous possibilities ahead of a united and intelligent effort to increase the annual production of wheat in Oklahoma. Experiment and research show that wheat makes no irreparable draft upon the soil where it is grown. It does exhaust the nitrogen of the soil and where one crop of wheat follows another upon the same land the decrease in yield per acre, after a few years, becomes a painful fact to the grower. Even at a fair price production soon drops below a possibility of profit and the natural result is a decrease in acreage.

Wheat is the unquestioned King among cereals and, in some states and countries like the Dakotas and Kansas, it is the reason of an inhospitable climate for other products, the absolute monarch of all it surveys in the way of an agricultural pro-

duction, but the Oklahoma farmer has too many opportunities in the possibilities of this genial climate, and the resources of his soil and markets, to owe allegiance to a single throne. With corn and alfalfa beckoning to the wheat and cotton farmer from the valleys and uplands of his prosperous neighbor, and whispering to him the secret of success, it is going to be a hard matter to interest the Oklahoma wheat grower in an increased acreage. An era of higher prices would unquestionably give great encouragement, but without the employment of some successful method of increasing the yield the acreage planted to wheat in Oklahoma will each year show a continuing decrease.

How can an increased yield be secured? One way would be by immediate and vigorous use of the proper kind of commercial fertilizer, but this generation of farmers in Oklahoma will never add to the present expense of wheat growing, the cost and trouble of using fertilizer, no matter how clearly it can be proven that the result will justify the expenditure. The Oklahoma farmer has too many other crops to turn his attention to, the growing of which renews and enriches his soil and returns to him a greater profit. Secretary Coburn, of Kansas, is quoted as saying, in effect, that the date on which the tide of prosperity turned in the direction of the Kansas farmer was the date on which alfalfa became an important part of the yearly product of the farmer, and since most of our wheat farmers are "formerly of Kansas" it is but natural to presume that they have been inoculated with the same economic germ and that their plans for the future include the reduction of wheat acreage and the increase of alfalfa and other crops.

In diversification and rotation of crops is the true, practical and economic remedy for the decreased yield of wheat in Oklahoma to be found. "Less acres of one crop and more kinds of crops" has become the slogan of the most progressive farmers in Oklahoma. Make neither corn, cotton, wheat nor alfalfa King, but make them all ministers to the prosperity of Oklahoma agriculture, and co-workers in returning to the soil those elements of plant food of which a monopoly by either would deprive it.

It is in support of this doctrine of the intelligent and progressive element in our agricultural life that the activities and energies of your present State Board of Ag-

riculture are directed, and to this end the Farmers' Institutes, A. & M. College, Experiment Stations, demonstration farms, and other agencies under their control will work for the financial betterment of the farmer and the development and prosperity of the State.

Your Association can become a great factor in this effort and method to secure increased production, and it appears to me that you are vitally interested in any plan that will put an end to the system of soil robbing which is the certain result of growing only one crop. You can do much to educate those farmers who need it (and there are still a host of them in Oklahoma) that the planting of good seed and the preparation of a good seed bed are important factors in securing an increased yield. You can do much to aid the grain grower in securing the lowest transportation rates and the best markets. The success and prosperity of your business is very largely dependent on the success and prosperity of the grain grower, and you can win his confidence and keep it by co-operating with him to get the best varieties, grow the best crop and by getting for him the best market.

R. H. Drennan outlined a program of entertainment which outdid even all previous efforts of Oklahoma City.

R. H. McGowan, of Kansas City, recited the dago's story of a game of baseball and won hearty applause.

P. S. Goodman read a paper on The Value of Statistics, from which we take the following:

The Value of Grain Statistics.

No other business is as susceptible to trade statistical compilations as the handling of grain; no other commodity, except cotton, has the solicitous care of figure workers as that of wheat. In the form of cereal and flour it is as carefully watched, weighed, estimated, guessed and approximated as the production and movement of gold. It ranks with the basic monetary metal as a world commodity and its price is fixed not by one section, but by the combination of all factors in every grain producing and grain consuming country. A bewilderment of numerals is hurled at the grain dealer, the miller, the distributor, the speculator, from every

quarter of the globe. Broomhall, Beer-bohm and Dornbusch perplex us with their estimates of the world's production, no two agreeing, and no one in consonance with the official government estimates.

We have daily and weekly realignment of stocks. Monday morning Broomhall cables his compilation of exports from the surplus countries, together with the volume afloat. Later in the day the Secretary of the Chicago Board of Trade announces the stocks in the public elevators of seventeen cities of this country. Winnipeg wires us the stocks in Canadian ports and storehouses. Tuesday morning Bradstreet complicates our mental adjustments of the previous day's reports with the stocks in public and private elevators and warehouses of some sixty places in Canada and the United States and gives us an estimate of the stocks in Europe. Just as we have rearranged the situation to our satisfaction, we get the estimate of the weekly exports from the southern hemisphere and the next morning the actual. Then on Friday afternoon we can do some subtraction from our glimmering idea of American stocks with the exports of flour and wheat furnished by Bradstreet's. And every day we have the receipts and shipments from the nine important primary markets in the western part of this country.

All of these are factors in indicating supply and demand, and in fixing prices, but they are only a part of the cannonading of statistics. For fear that we may lose sight of the actual situation, we get a monthly statement of stocks in the United States, Canada, Europe, afloat and in store in Argentina and Australia, the joint production of reports made to three large trade interests. As the statement usually reaches us ten days or later after the first of the month we are at a loss to establish the situation, and again we turn to the daily batch for guidance.

Intermingled with these statistics on stocks we are daily beset with the estimates of the growing or harvested crops, that make up in the individual temperament what they lack in actuality—for all crop estimates are the personal opinions of the people who assist in the compilation. During the growing season we have the monthly condition percentage of the agricultural bureaus of Ohio, Kansas, Kentucky, Illinois, Missouri, Michigan, Iowa, Tennessee, Nebraska, and the latest addi-



The Oklahoma City Dealers took many of the Visitors to Belle Isle Park.

tion to the list, Oklahoma. Private experts are busy with their guesses. Rarely do they agree with the state officials, and if they do, it is proclaimed as loudly as the discoverer of a palatable drink in a prohibition community announces his boon to the bibulous. The seething turmoil of estimates is completed by the semi-compressive monthly reports of the Agricultural Department at Washington, which is our official guide.

The personal equation in the compilation of this great report is evident in its routing of the private experts and its confusion of the state reporters. That the report may be understood by the public, for the government deals in percentages, we have almost as many commentators and expounders as there are experts and statisticians in and about the business. The variation of the crop promise is illustrated in the recent one, when a condition of 83.5 range from 375,000,000 bus. to 436,000,000 bus.—thus measuring the elasticity of the conscience of the bull or bear who made the interpretation.

All through the year we are getting preliminary or final yields of a wheat crop somewhere, and they are as divergent as the theologies of the various baptismal texts. In this awful deluge of figures we vainly grope for the actual facts, and they elude us until the bulk of the crops has been marketed and we have turned to the new crops. The consolation of hindsight is a poor solace for a dimmed foresight, and in utter disgust we sigh "If I had only known."

The subject has been illuminated recently by the brief acrimonious controversy between the most distinguished estimator and the most distinguished operator. Secretary Wilson of the Agr. Department, who says his reports are accurate, and Mr. James Patten, who says the reports were wrong. At present the market is with Mr. Patten, but the Secretary says Mr. Patten makes the market and that the country is chock full of wheat. It may be, but the farmers whom Mr. Wilson's March report said held 143,000,000 bus. of the high priced stuff have let go of a very small portion of it, and down in this section of the country you have not been able to purchase or locate one-fifth of the amount credited to you.

The world, the trade accepts the United States Agricultural statistics as the official ones, and the estimates of private experts and reports of state departments are consigned to the limbo of files and scrapbooks. Weighed by the commercial movements of the crops, the government reports have passed through successive stages of accuracy and inaccuracy. These reports are tested by the acid of supply and demand, and are tried out in the crucible of known movements. The law of supply and demand is now testing last year's report. In another two months we will be able to check up the result in the balance sheet, and until then last year's crop will continue a matter of controversy with the probability of running against the government figure.

The crop reports of the Government are not accurate, they are only approximations to the actual, and it is regrettable that they should be held up as infallible and exact. They are undoubtedly the best we have obtainable for the country, and I believe if the average of the reports of the local reporters were given, the approximation would be closer to the actual than they have been; and I further believe the question of acreage and final yields would be greatly improved if the local reporters were asked to express themselves in area and yield instead of giving percentages of former years.

The gross errors that creep into the government reports originate from people who know less of the general situation than the average opinion of the thousands of reporters who do know something of their locality. Our officials should realize themselves of the idea that the yields of grain they report are exact; they should be sensitive to the errors of the past and fearful of present errors.

Leiter was not inspired by personal knowledge to enter the market in the fall of 1897. That gigantic deal with its millions of dollars of losses and gains was inspired by a gross error in reporting the wheat crop. The Agricultural Department gave the yield of wheat that year at 530,000,000 which with farm reserves and known holdings in second hands made available for use 594,000,000 bus. The European crops were short, supplies had been run down to the minimum. The United States was the only country with a possibility of giving relief; every trader early forecasted a high price market. The cost of wheat advanced during the winter, the supplies were heavy, the exports mounted

far beyond expectations. When the Government issued its March 1 report of supplies on the farm at 78,000,000 bus. Leiter and his friends considered the country exhausted of other reserves, for there had come into sight to that time over 100,000,000 more bushels of wheat than was supposed to be available. The deal went on to collapse instead of success. That shrewd grain merchant—Mr. Phillip D. Armour had discovered through his business that the volume of wheat was far greater than the government had reported. His knowledge was superior to that of the government. The commercial balance at the end of the Leiter year revealed 189,000,000 more bus. than the government crop report. The defense of the officials was that hoarded wheat came from unexpected places, that consumption had been contracted by high prices. This defense was accepted by many, but condemned by the experts in the trade.

The subsequent year 1898 the Agricultural Department reported a crop of 675,000,000 bus. When tested and tried by the commercial movements, the official figures fell 140,000,000 below the actual. Silence was the defense, and the government fell under suspicion by the trade.

In 1899 the crop was reported at 547,000,000 bus. and it fell 162,000,000 short of the commercial crop. In apology it was said that the census return would prove who was right or wrong, the government's guess or the volume of wheat that came forward. The trade was indifferent because it respected the private estimates.

In 1900 the Government was wrong again—to the amount of 169,000,000 bus. In 1901 there was an unusual increase in acreage—winter and spring—The Department had been forced to discredit its own figures and seek restoration of confidence in its reports. The preliminary report that year gave a crop of 677,000,000, but details by states were withheld. In order to adjust the return to the census returns of 1899. That report for the crop of 1899 came out early in the spring of 1902. It gave a crop of 658,500,000, or 11,230,000 more than the Agricultural Department, an increase of 20 per cent. It proved conclusively that the commercial crop was nearer the actual than the government. Immediately the Agricultural Department revised its figures for 1901 with an increase of 61,800,000 bus., or 9 per cent, and that when tried by the commercial test was 26,000,000 short.

In the subsequent years the government returns approximated more closely to the commercial crop than usually running behind. The estimated yields of 1906 and 1907 were above the commercial crop, and the 1908 estimate appears to have been above the commercial crop, judging from scarcity of supplies in the winter wheat region and the high price for the grain.

It will be recalled that the final acreage last year was arbitrarily increased 580,000 acres of which Kansas was credited with over 370,000. The trade is aware that for some years the Kansas State reports have run from 1,000,000 to 1,200,000 acres over the government estimate, and this acreage being the returns of assessors. The government has made an effort last year partially to close the gap and as the State had cut down the acreage some 500,000 through loss by floods and fly, the government revision was equal to half the difference between its first estimate and the final Kansas State acreage. In other states, however, the government has been reporting larger acreage than the local authorities. Illinois is credited with 1,000,000 acres more than the state returns. Indiana's acreage is given at 700,000 under the Government figures. But the variation between the states is only confirmative of the statement that grain yields are approximates, not realities.

It is not wheat alone in which the Government errs. In 1899 the Agricultural Department returned 2,078,000,000 bus. of corn, the Census enumerators getting actual results from every farm reported 2,666,000,000, or 588,000,000 more, a difference of 28 per cent.

The Oats crop, returned by the Agricultural Department, was 796,000,000, by the Census 943,000,000 bus., an increase of 147,000,000 or 18½ per cent. The 1900 estimates were on the 1899 basis.

In 1901 the disaster to corn and oats by the drought precluded a revision like that in wheat, but in 1902 the Department materially increased the acreage and yields of both these grains, and there has been a substantial improvement during the subsequent years.

Last year's wheat crop has yet to be tried by the commercial movement. On the figures available to May 1, considering normal consumption for ten months, the

theoretical balance May 1 was 137,000,000 bus. of which 54,000,000 was in reporting second hands, leaving 83,000,000 for farm reserves and unreporting second hands.

Two months' consumption suggests a balance on the government crop report of 46,000,000 for exports and visible carry-over. Last year's two months' exports were 28,000,000 and the deficiency was 28,000,000. The deductions from the commercial movements are not conclusive, for in our trade compilations we are working without knowledge of the changeable character of the retail carry-over and family supplies, and must rely upon the government's July 1 farm reserves as one of the factors. We can assume that in times of very high prices like those prevailing this year, that the retail trade and families are running with low flour supplies, and that crop deficiency was larger than apparent by known stocks.

No accuracy in crop reporting can be expected when acreage is a guess, when yields are a guess. The bureau's methods can be, and ought to be improved. The reports of assessors in the states that require returns on grain acreage ought to be accepted by the government. Undoubtedly valuable results would attend a conference with the state reporting agencies. Efforts to agree upon a matter so vital as the production of food-stuffs would be helpful to the trade, to the producer and the consumer, and at least would be more gratifying than the denunciation of one another's figures.

The states might adopt the Canadian method of requiring reports of results of each season from the threshers, and then we would be close to actual figures.

The trade through its organizations should demand that the Census Bureau gather the milling results of the country as it gathers the cotton ginning. We have the milling returns every five years, but if secured annually, or better still monthly, we would soon have a comparative accurate idea of the wheat production. The returns made every five years afford confirmation of the commercial crops. In 1899 the mills used 490,000,000 bus. of wheat, which added to seeding requirements and exports of unmilled wheat indicated a crop of 675,000,000 as against a government estimate of 547,000,000. In 1904 the mills used 494,000,000 indicating a crop of 585,000,000 as against a government estimate of 552,000,000. The milling returns verify the basis of 5½ bushel consumption per capita, which is used in the estimate of commercial crops.

Reliance upon government or private reports of crop productions in this country, and in fact in all the great wheat countries should not be that of implicit acceptance. The factors that enter into making these reports are too human and are mental rather than scientific. They are at the best the average opinion of average men, some influenced by selfish motives, others careless and inexact in making deductions. They may and should be considered only as approximations. A great production in bushels is not the measured bushel, and should be simply regarded as indicating a large yield; and a small volume in figures as a smaller yield than usual. To conduct your business on the theory that the reports are exact is to invite failure.

Wm. Murphy praised the Ass'n for the work done and the work in prospect. He promised that as soon as Kansas City's new boat line is established, it will be a seaport and will expect to become Oklahoma's natural grain market. A Swede story on President Hutchins won loud applause.

Secy J. F. Courcier of the Grain Dealers Nat'l Ass'n in addressing the Ass'n told of the advantages of the Ass'ns working together to uphold uniform trade rules and arbitration.

He told of the influential work done by the National Ass'n in the matter of thwarting the 120% B/L and legislation inimical to the best interests of the grain trade.

In the National Ass'n the trade has a central head thru which its opinions and wishes can be voiced effectively and with more force than thru other organizations.

The advantages of uniform grades were shown. Trading in futures was defended and the development of the present

system of dealing in grain for future delivery outlined.

I earnestly urge you to re-establish the affiliation of your Ass'n with the Nat'l Ass'n. I beg you to consider the difficulties under which the National Ass'n was laboring two years ago when your Ass'n withdrew. It is now in much better position to help you and I trust you will consider it favorably.

President Hutchins promised that the subject of affiliation should have consideration at the executive session.

Chas. H. Ridgeway praised the enterprise and hustle of Kansas City and told a dago story, 7 stories high.

D. J. Donahoe moved a vote of thanks, which was carried.

Pres. Hutchins appointed the following committee to draft amendments to the constitution and trade rules and report: D. J. Donahoe, J. H. Shaw, J. E. Farrington. Adjourned to 9:30 Thursday.

Thursday Morning Session.

The Thursday morning session was opened at 10:30 by Pres. Hutchins.

Charles S. Clark addressed the meeting on Organization.

John D. Shanahan, technologist in charge of grain standardization, Bureau of Plant Industry, U. S. Dept. of Agri., read a thirty-six page paper on the American System of Grain Inspection and Its Influence on the Grain Trade. The paper was so long that it nearly wore out Mr. Shanahan and his auditors. We hope to find room for a portion of his paper in the next number of the Journal.

Wm. Murphy told a brand new Swede story and the dealers returned to the room.

The Hon. J. E. Love, chairman of the corporation commission: One year ago I asked you to treat the producer right and I told you the commission would make rates fair to all. We have received no complaint from any section that the grain shippers were not giving the producers the benefit of the reductions effective. Your business was handicapped by a lack of joint rates, so grain could not be shipped to some points of the state from others except at great cost. Reports of prices prevailing in different markets occasionally showed as much as 20 cts. variation. All that has been changed. Thru an order of the commission you can ship to any point within the state at reasonable rates.

Our constitution says that any industry can build a switch at its own cost and connect with the main tracks of the railroad company. You know whether this is fair. Some of the railroads get what they think is enough elevators on their right of way, and refuse sites for any more. Investigation in several cases of this kind has disclosed the fact that somebody identified with the railroads was interested in the elevators already on the right of way.

Lately we have ordered that the man wanting switch connection do the grading and furnish the ties and that the railroad shall furnish the iron.

In the course of his address Mr. Love said:

The Work of the Corporation Commission.

Your association represents the middlemen between the producer and the consumer of grain and its products. On the 8th day of June, 1908, the Corporation Commission's Order Number 45, promulgating local and joint rates on grain and its products became effective.

At your last meeting in this city, one year ago, I told you that you would find this rate a fair and just one to all con-

cerned and as sufficient time has now elapsed for you gentlemen to see the advantages and disadvantages of the rate as promulgated by the Commission, you know in your own minds whether or not it has been fair and equitable, to the producer, the middleman, the consumer and the carriers, and it would be useless for me to say anything on that point. The reduction, as you know, varies from ten to fifty per cent, due to the fact that prior to the effectiveness of Order Number 45, you had few, if any, joint rates in the State of Oklahoma.

Where shipments of grain originated on one line, in order to find a destination upon another line within the State of Oklahoma, it was necessary to transfer the shipments from car to car, pay the combination of local rates to and from the junction points and in some cases an arbitrary of five cents per one hundred pounds in addition to such combination of locals. That condition does not exist today. The producer in the Western part of the State has a market for his grain in the Southeastern part of the State. The miller on a small railroad has the privilege, at a slight additional rate of marketing his product at any point within the State.

Prior to the promulgation of Order No. 45 corn would be selling in one part of the State at 20 cts. per bu., and there would be a demand in a different part of the State for corn at 40 cts. a bushel, but due to exorbitant and discriminatory freight rates it would be impossible to transport the corn between the two sections. This condition does not exist today. The maximum rate between any two points in this State is 14 cents per hundred pounds on corn. Wheat, Flour and the products of wheat—15½ cents. And hay 17 cents per hundred pounds. These are the highest rates that can possibly be applied between any two points within this State, and it is seldom that the maximum rate is reached, as it would require moving over more than three lines of railroad to use this maximum rate.

Ninety per cent of the shipments within the State will not move over more than two lines and finds a maximum rate of 12 cents on corn, 13½ cents on wheat and fifteen cents on hay. You gentlemen know whether these rates are fair to all concerned, and you know that unless these rates had been in effect in this State during the past season grain conditions would not be what they are today.

The question of Interstate Rates is one that our Commission is now working on. We do not believe that a through interstate rate should at any time exceed the combination of local rates to and from the State Line points, and you may rest assured that this Commission will do ev-

everything in its power to secure the application of a rate not exceeding the combination of locals between points "in" and "out" of the State.

Recently the Frisco Railroad was cited, on complaint, for contempt in failing to apply the Commission's rate. A shipment was made from a local station to Frederick, Okla., the bill of lading was surrendered and the expense bill was issued by the Frisco agent at Frederick, and the freight charges paid at Frederick. It appears that after the arrival of the car at Frederick, the car was ordered switched to the W F & N W track for reshipment to a point outside of the State, and the Frisco Agent applied a rate other than that authorized by the Commission's Order No. 45, and the consignee at Frederick settled the charges on the higher basis.

Actual figures taken from monthly reports now on file in the office of the Commission show that for the six months ended Dec. 31, 1908, the total tonnage of hay, grain, flour, and other mill products moving strictly between points within the State of Oklahoma was 114,956 tons, over the Frisco and Katy lines only.—The Frisco and Katy lines constitute 2,182 miles of the 5,712 miles of railroad in Oklahoma. At the same average for the other lines, the grain movement would be approximately three hundred thousand tons, between points within the State of Oklahoma, over all lines.

President Ripley of the Santa Fe System says that the State Commissions have no knowledge of railroad matters, no interests in the property, and consequently cannot do justice to all concerned. Other railroad presidents and executive officials have seen fit to criticize the Commission. They have intimated in their interviews given to the Eastern Press for publication that the Commission could not be fair and deal out a proper degree of justice to the railroad companies for the reason that the Commission did not know the facts with reference to the financial operations of the railroads. However, in view of these criticisms, which is to say the least, unjust, and unfair, for the reason that when the Commission submitted to the railroad companies inquiries and interrogatories relating to their financial and executive operations, the railroads declined to answer and indicated that they were unable to give the information. For example: When an inquiry was made with reference to the cost of the property, and the details of the cost of the road and equipment, cost of road per mile of line, and cost of equipment per mile of line, the railroad companies indicated that they were unable to give the details for the reason that their books and records did not show it. As a matter of fact, the



Part of the Kansas City Delegation Listening to the Waterfall.

cost of road and equipment is carried on the books as a debit, or cross entry against stocks and bonds outstanding.

The Santa Fe is a well-equipped railroad with a first-class road bed. The stocks and bonds outstanding are \$51,000 per mile of line.

The Fort Smith & Western Railroad, stocks and bonds outstanding \$58,000 per mile of line.

The Katy, stock and bonds outstanding, \$69,000 per mile of line.

The Kansas City Southern Railway stocks and bonds outstanding \$243,000 per mile of line.

The railroad companies contend that they should be allowed to earn enough money, not only to pay the interest on bonds outstanding, and a dividend on the capital stock, but to lay aside a surplus fund for future contingencies as well.

The managing officials of the railroads operating in Oklahoma insist that the Commission has made freight rates too low, and that their roads are losing money thereby.

The Commission has proposed to issue an accounting order requiring the railroads to show the revenue, derived from the various commodities moving between points in Oklahoma separately and to separate and apportion the expenses properly chargeable against this revenue. The chief Auditor and Chief Accounting Officials of the railroad have stated that it was impossible to separate the freight from the passenger expense. If it is impossible for them to separate these expenses, how is it possible for the railroad presidents to know that they are losing money on the traffic—how is it possible for the Commission to know that the rates are too low. If the accounting officials do not know, and the presidents do know, is it not about time the railroad presidents should be called to a halt, or at least permit the subordinate officials to respond to the inquiries submitted by the Commission.

In the proposed accounting order, the Commission had no desire to depart from the uniform system of bookkeeping as prescribed by the Federal Government, but the Commission does propose to show the facts relative to the expenses attendant to the movement of traffic between points in the State of Oklahoma, and to have the figures separated from the entire line business. In addition to this the Commission desires to be thoroughly informed in reference to the actions of the directors, the relationships between the railroad companies in respect to the control of their lines; how the control is established, whether a sole or joint control, and whether it is direct or indirect; and if the company, itself, is controlled by another company, the Commission wants to know the facts. The Commission fully explained these intercorporate relationships fully explained.

The Commission also wants to know the purpose of the issues of capital stock outstanding, whether issued for cash, construction of new properties, additions and betterments, acquisition of new equipment or for reorganizing the company. The Commission also wants the same facts with relation to the issues of bonds outstanding. We want to know where the expenditures for these additions and betterments are charged, whether to new capital or to income.

The Commission desires to be fully informed with reference to the amount and valuation of stocks and bonds of other companies owned, and the amount of dividends declared upon these stocks and bonds, and also with reference to appropriations made for sinking and reserve funds. The employees in Oklahoma and their average wages, the competitive rate from entire line business. The number of passengers carried per train—per car—and the average distance carried within the state—the tonnage movement of freight within this State, separate from entire line business. The amount of taxes paid per mile of line for each state in which the Oklahoma systems operate. The revenue per ton per mile on freight carried in carload lots between points in Oklahoma, covering various carload commodities separate from entire line. We want this information to compare with the entire line figures. The accounting officials of the railroad companies protested against giving this information to the Commission, and the figures that we have secured so far were only secured after continual and voluminous correspondence.

If the Commission has all the figures they can act more intelligently. Railroad Presidents and the Editors of railroad magazines, the Commission of ignorance, and their friends applaud. President Ripley's interview appears somewhat peculiar—the Commission wants the

facts and the facts only—Can Mr. Ripley say that it is impossible to answer the inquiries and give the facts? His long-distance bombardment and peevish behavior cannot produce the facts. The original records and accounts of the railroad company, only, can produce the facts.

The Commission desires to be fair and just both to the railroads and to the people, and in rate making, the fairness and justness of the rate can only be determined by knowing what it costs to carry the freight, and this can only be done by separating the Interstate from State expenses.

The railroads contend that the cost of handling the State freight is very much greater than the cost of handling interstate freight—they don't state why, but the preponderance of the claims by the managers and general freight agents seem to be in that direction. Some of them say it costs three or four times as much, while occasionally you will find one that is sufficiently honest to say that the difference, if any, is so slight that it cannot be determined.

Unless it costs more to handle the state than the interstate freight, there is no good reason why the state rate should be so much higher than the interstate rate per ton per mile.

The Railroad Companies should understand and feel that they have a perfect right, and are expected to come before the commission and show reason why a rate which has been in effect long enough to determine its earning power, should be revoked or increased, if they consider it unreasonable.

If the railroads would recognize the honest efforts of the Commission to deal fairly and equitably in deciding this momentous question, and give it the assistance that is necessary it would simplify matters a great deal, and bring about such an equitable adjustment as could only be conducive to the welfare of both the people and the railroad companies.

H. B. Dorsey, Secy of the Tex. Grain Dealers Ass'n, announced its annual meeting at Mineral Wells, June 3-4, and an excursion to Galveston immediately following. Texas dealers have got to deal with you and you need us for we must come to you for grain this year. Let us get along harmoniously.

We believe in abiding by our contracts. Our Ass'n compels arbitration and the enforcement of the comite's decisions.

During the life of our Ass'n we have expelled six dealers for refusing to arbitrate, but four of these were bankrupt.

Our practice is that differences must be arbitrated in the state where the delivery is made. If sold f. o. b. Kansas or Oklahoma points it must be before the Arbitration Com'te of those states. If sold delivered in Texas then the difference should be arbitrated before an Arbitration Com'te.

Sec'y E. J. Smiley of the Kansas Grain Dealers Ass'n read a paper on Condition of Grain Car Equipment.

J. C. Robb of Wichita announced that on June 15-16 the Wichita Board of Trade would make an effort to entertain the dealers of the Southwest and for two days will give them nothing but fun. Horse races, automobile rides, a theater party and a ball game will be given for the entertainment of our guests.

Adjourned for dinner.

Thursday Afternoon Session.

The afternoon session was called to order by Pres. Hutchins, who called for the reading of the minutes of the preceding meeting which were approved.

Sec'y C. F. Prouty read the following report:

Secretary's Annual Report.

Another year has rolled by and the Twelfth Annual Session of the Oklahoma Grain Dealers Ass'n is drawing to a close. As we look back over the past year we find in many ways more progress than ever before. For a number of years our work has been largely with local questions and difficulties, but as our horizon has broad-

ened we have become more interested in the larger matters of interest, thus enlarging our view and unconsciously eliminating many of the lesser questions.

There must be some loss sight of the fact that we are here today to find remedy as nearly as possible, for whatever evils may have beset us in the past year; to adopt a more satisfactory set of trade rules, and to make and receive suggestions which will make more successful the year before us. There are many questions of vital importance to the grain trade, and it must be to the grain fraternity in general, and it may be that in a more thorough understanding of these larger matters we can lose sight of the petty differences which keep many in continual turmoil. As we broaden our views, so we widen our scope of influence, and just so much greater will be the benefits of our Ass'n.

Of paramount importance, as upon this hinges very largely the success of the grain trade, is the question of a larger acreage and a better class of seed wheat. No class of men is in as close touch with the farmers as the grain dealers, and upon them falls the duty of encouraging the farmers along both of these lines. I would suggest that some systematic action be taken at this meeting, with a view of agitating this matter, for our seed is deteriorating from year to year until it has almost if not entirely lost its identity. I refer especially to Turkey hard wheat; to remedy this trouble, we as shippers may have to go elsewhere for seed to furnish farmers, in order to keep Oklahoma wheat up to its original standard.

The Revision of the Uniform Bill of Lading. We wish to call your attention briefly to what has been done along this line, so far as the Oklahoma Grain Dealers Ass'n is concerned. In January, a Committee, appointed by your President, working in conjunction with representatives from Kansas and Texas and the Millers of Oklahoma, went before the Corporation Commission at Guthrie, for a hearing on this subject. Later in the season, your Secretary, with the Secretaries of Kansas, Texas and Iowa, carried this matter before the Southwestern Tariff Committee in St. Louis, and made recommendations for revision along the lines suggested at the previous meeting. Inasmuch as all state organizations are agitating this matter, as well as the larger Commercial interests, we feel that the cause so aggressively worked for will not be lost. It is unnecessary for me to take up your time in explaining the changes asked for, as they have appeared in the Grain Dealers Journal and other periodicals of a like nature from time to time.

A more equitable dockage on corn for export. Your President and Secretary, together with a Committee of three, met in Kansas had a hearing before the exporters in Kansas City. We advocated a more equitable and specific dockage, which would apply to each car upon its merits. We do not believe, that while a small percentage of a car, might be out of condition and grade, that it would be right to make the entire car suffer for this, but rather stand an equitable dockage of two or three cents per bushel. Tho we were unable to accomplish much if anything at this hearing, we believe that the seed sown may grow into hoped for results along this line, and I would urge that the Ass'n as a body, take some specific action on this question. With a large corn crop this year, we will meet with conditions similar, if not identical with those of past years.

A uniform conformation was agitated last year with little success, but it is brot before my notice so often in the adjustment of differences that I feel that I feel justified in bringing it up again. A large percentage of the controversies which arise in the grain trade, are due to carelessness and misunderstanding; after the contract is made it must be fulfilled. Much of our grain is sold over the phone, and many dealers carelessly rely upon the verbal contract, instead of upon the purchasers confirmation which they should be sure agrees with the confirmation made by the seller. Phone confirmations will not hold, either before the Courts or an Arbitration Board, consequently a failure by either party to conform may cause an untold amount of trouble. This is worthy of your consideration, as ignorance of the law does not excuse its violation, and a more thorough understanding of the laws would save a great deal of trouble.

While the matter of establishing a competent man with authority to act on behalf of the grain interests of Oklahoma for the coming year, may seem at this time premature, still it is one which has been agitated for some time, and a sub-

ject which we would like to have discussed at this meeting.

We are closing our years work as an Ass'n with a larger membership than ever before in our history. We have lost 33 members by expulsion, retirement from business and by withdrawal, yet we have taken in so many more that we now have a membership of over 180 as compared with 157 at this time last year. We lay the credit of this increase to the number of district meetings held during the year, which have been far in excess of those of any previous year. I would suggest that the membership fee be doubled, making the payment of \$10.00 necessary for admission into the Association, or \$6.00 membership fee and as at present, \$4.00 quarterly dues in advance.

During the year our Arbitration Board has passed upon 19 cases, only three of which were appealed. Even yet we feel that there are many who do not appreciate the advantage of arbitration, which is the strongest feature of our Ass'n, over the slower and much more expensive methods of the Courts. We would urge that you avail yourselves of this means of adjusting differences.

In conclusion let me thank those who have given the Ass'n during the past year, their moral as well as financial support; and in the year before us let each strive to do his part to increase in membership and influence, this organization.

The Treasurer's report was read by Treas. Prouty as follows:

TREASURER'S REPORT.

From May 1st, 1908, to May 1st, 1909.
Total receipts from all sources...\$3,130.10
Expenditures:
Traveling expenses...\$ 569.26
Phone and telegrams... 122.73
Postage... 195.15
Printing & stationery... 33.01
Office rent... 180.00
Express... 4.00
Taxes on Office Furn... 2.70
Typewriter repairs... 8.25
Mimeograph... 20.00
Back dues in National Ass'n... 75.00
Salary... 1,500.00
Clerk hire... 420.00

Total expense\$3,130.10
Dues past due..... 180.00
\$3,310.10

If all are collected we will have a balance of\$ 127.00

Treas. Prouty reported that the shortage shown by his books for 1907-8, amounting to \$330, had been made up out of his own pocket, the expenditures having exceeded the receipts. The Auditing Com'te has recommended that this be repaid the Sec'y as soon as the Treasury has a surplus.

Upon motion of R. H. Drennan the Treasurer's report was referred to a Com'te for auditing. This Ass'n should be self-sustaining. Every one detests an assessment. Let us increase our dues. Then members will know what to expect. I move that our quarterly dues be increased to \$5.

Seconded by J. E. Farrington and carried unanimously.

U. F. Clemons: I move that we adopt the report of the Auditing Com'te recommending that the amount due Mr. Prouty be paid as soon as the money can be spared from the treasury.

D. J. Donahoe of the Com'te on Amendments reported the Com'te as favorable to reducing the Board of Directors to three members and making it the Arbitration Com'te.

Withdrawn without action.

D. J. Donahoe moved the re-election of J. S. Hutchins of Ponca City, for President for the ensuing year. He put the question and it was carried unanimously despite the protests of Sunny Jim.

Mr. Hutchins thanked the members for the honor tendered, but asked that the action be reconsidered and the honor passed around to some of the other members.

U. F. Clemons was re-elected Vice-Pres. and C. F. Prouty Secy-Treas.

Upon motion the following were appointed a com'te to present nominees for Directors and Arbitrators: R. H. Drennan, J. H. Shaw and Alex Ish.

After a recess the Comite reported for the Arbitration Com'te P. Mullen of Oklahoma City, D. J. Donahoe of Ponca City, and W. M. Randels of Enid.

Directors: Whit M. Grant of Oklahoma City, Frank Foltz of Blackwell, Geo. Nolan, Muskogee, A. E. Stephenson, Enid, and J. E. Farrington of Chickasha.

After transferring Mr. Foltz to the Arbitration Com'te and Mr. Donahoe to the Directory, the report was adopted.

J. H. Shaw of Enid, was elected member of the Tri-State Appeals Board.

Sec'y Prouty read a resolution against scoop shovel shippers, which was laid on the table.

G. M. Cassity: I move that whenever any member learns of buyers or brokers buying or attempting to buy grain from dealers not having proper facilities to do business, that they advise the Secy and he in turn advise each member. Carried.

Jno. F. Courcier presented the following resolution and spoke in support of it:

Reaffiliation With Nat'l Ass'n.

Whereas, We believe that a national grain dealers organization is as necessary to the economic handling of national questions affecting the grain trade as our state ass'n is indispensable to the management of our affairs wholly within the state; therefore be it

Resolved, That we the Grain Dealers Ass'n of Oklahoma in annual convention assembled hereby reestablish our affiliated relations with the Grain Dealers Nat'l Ass'n, effective at once.

J. E. Farrington moved its adoption.

C. F. Prouty and R. H. Drennan opposed such action until the Kansas and the Texas ass'ns reaffiliated.

Secy Smiley said he would recommend reaffiliation to his members if the Oklahoma and Texas ass'ns would do so.

The question was put and lost.

B. G. Hedrick: I move that the office of the Ass'n be moved to Oklahoma City.

Amended to provide for the office being moved to Oklahoma City within a year. Carried by a vote of 37 to 23.

J. E. Farrington: I move the amendment to Rule XVIII to read as follows:

Rule 18. Invoice and Bs/L: It shall be the duty of the shipper of all grain to mail purchaser or consignee on day grain is loaded an invoice of such shipment, setting forth the car initial and number, kind of grain, actual or estimated weight, price if to be applied on sale, amount of draft drawn and how billed, and that if such invoices shall not be mailed to the buyer within a period of ten days after the expiration of the original contract the buyer shall not be compelled to accept such shipments on contracts even though Bs/L bear date within life of contracts. All Bs/L attached to invoice or draft must be in proper form, and the buyer shall not be responsible for the payment of drafts, or for delays occasioned by the forwarding of irregular or improper Bs/L by the seller.

Carried.

After long discussion of several amendments to Rule 7, proposed by Mr. Farrington, the time limit on forgotten contracts was reduced from 30 to 15 days. As changed the second paragraph of Rule 7 will read as follows:

At the expiration of a contract, should the purchaser not demand the grain, nor cancel the contract, or should the shipper not offer the grain for shipment, it will be understood that the contract would expire in fifteen days from the expiration of the original contract.

At 7:30 the meeting adjourned sine die

Convention Notes.

Everyone had a guess on the wheat crop.

Next year the hotel accommodations will be much better.

The best attendance of any meeting the ass'n has ever held.

Memphis was represented by Chas. F. Kolp and P. H. Linz.

H. C. Clark, now of Argenta, Ill., returned for the meeting.

Many umbrellas were left behind by the hasty and forgetful ones.

Twelve dealers were admitted to membership, but there is room for more.

Altho a rainstorm was due, the weatherman postponed action until after the meeting adjourned.

The vote at the banquet to hold the next annual meeting of the Ass'n at Oklahoma City was unanimous.

The Avery Scale Co. exhibited a mill scale in the hotel lobby. Ben P. Ordway, scale expert, and A. J. Brown were in charge.

Looking for orders for new bags were C. R. Decker and R. M. Spivey, reptg Milwaukee Bag Co., Adolph Mayer and J. C. H. Jones.

Among the builders seeking new contracts were P. H. Pelkey, J. A. Horn, W. S. Brashers, C. O. Kely, J. L. Weyhing and C. A. Tappan.

E. R. and D. C. Kolp entertained many of their friends each day at luncheon and kept Dave's auto occupied continually, showing visitors the town.

The gas and electric men as well as the undertakers seemed determined to lay out the grain dealers, but without success. Those who wanted a room to sleep in got it.

The railroad men were numerous enough to hold a convention of their own. Among others were J. R. Chisman, C. J. Maley, A. A. Hayes, W. C. Kilgore, J. F. Carlton, E. E. Carter, J. N. Garland, N. E. Bishop, Tinsley Smith and G. A. Gamble.

The mutual fire insurance men in attendance were G. A. McKinney, Asst. Sec'y and Rollie Watson of the Millers Mutual Fire Ins. Ass'n of Ill.; C. H. Ridgeway, Sec'y of the Western Millers Mutual; G. M. Sloan of the Grain Dealers Fire Ins. Co. and W. H. Ingalls.

Texas dealers in attendance were K. F. Daze and T. G. Moore; H. B. and R. T. Dorsey, J. A. Mugg, E. B. Doggett, W. W. Manning, E. R. Kolp, E. G. Roll, F. Strahn, I. Updike from Ft. Worth, and H. B. Butts, Galveston; L. G. Belew, Pilot Point; J. C. Whaley, Gainesville, and D. W. King, Brownsville.

From Kansas were H. Bird, C. Binkley, A. Harbour, W. H. Hastings, Eugene and Edw. M. Kelly, S. H. Miller, E. K. Neving, S. H. Pitts, P. H. Pelkey, J. C. Robb, F. D. Stevens and Astley Cooper of Wichita; H. Work, Ellsworth; A. J. Hunt, H. H. Hill and H. F. Probst, Arkansas City; Sec'y E. J. Smiley, Topeka, and J. Rawlins, Winfield.

Ten firms were admitted to membership during the meeting: Tahlequah Mill Co., Tahlequah, Okla.; New State Milling Co., Krenlin, Okla.; Terminal Grain Co., Ft. Worth, Texas; Marsh Milling & Grain Co., Madill, Okla.; Ft. Worth Grain & Elev. Co., Ft. Worth, Tex.; W. W. Morrison, Gearv. Okla.; J. D. Chalfaut Grain Co., Clinton, Okla.; Cordell

Grain & Milling Co., Cordell, Okla.; Kelly Bros. Grain Co., Wichita, Kans.; McQuigg & Gorden, Oklahoma City, Okla.

Souvenirs were much sought and generously distributed. Among others were a pocket tape measure and a pencil with leads, with the compliments of the Philip Smith Mfg. Co. A brass edged rule was given out by E. R. & D. C. Kolp, an artistic wall calendar bearing a water color, by Logan Bros. Grain Co., an aluminum ring in the hole puzzle, by Moss Grain Co., Knute's Puzzle, by Wm. Murphy, a paper-weight by the Grain Dealers National Ins. Co., and a grain dealers watch dog by the Grain Dealers Journal.

Kansas City's delegation included G. S. Carkner, J. A. Comer, D. L. Croysdale, W. R. Burns, G. H. Forsee, F. L. Ferguson, representing A. C. Davis & Co.; B. U. Feuguay, C. V. Fisher, F. C. Hoose of the Missouri Grain Co.; L. A. Fuller of the Thresher, Fuller Grn Co.; W. J. Mensendieck, representing Moss Grain Co.; F. B. Logan of the Logan Bros. Grain Co.; W. Murphy, F. J. Murphy, repte the Invincible Grain Cleaner Co.; L. P. Nellis, Hugo Roos, W. W. Simmons, repte, Ernst-Davis Grn Co., and H. R. Williams.

Wednesday evening a special train of street cars was provided and the dealers taken to Belle Isle Park, where two strings of fish were captured—for a minute as is evidenced by our fotograf. From there all were taken to the Fair Grounds where, after an inspection of the buildings and a few trips on the roller coaster, a Dutch luncheon was served. The feed was followed by two wrestling bouts, a boxing match of four rounds, and a fight between a dog and a—well, they called it a badger. Herman Probst, the soothsayer from Arkansas City, held the badger, notwithstanding the protests of those who had placed their money on the dog, and of course the badger won the house when he pulled it out of the box.

Among the out of town shippers in attendance were G. E. Baker, Gage; J. W. S. Bower and E. B. Baxter, Broken Arrow; G. M. Cassidy, Tonkawa; U. F. Clemons, Marshall; E. L. Donahoe and J. J. Donahoe, Mulhall; D. J. Donahoe, Ponca City; J. E. Farrington, Chickasha; J. E. Faulds, Tonkawa; D. O. Green, Enid; R. H. Grimes, Hennessey; W. S. Grubb, Enid; W. M. Gwyn, Ardmore; W. A. Hayes, Blackwell; H. B. Harrod, Ponca City; B. G. Hedrick, Tuthill; H. E. Horn, Braman; J. S. Hutchins, Ponca City; O. W. Hutchinson, Tonkawa; Geo. Ingram, Salt Fork; A. H. Jackman, Altus; E. W. Johnston, Pond Creek; W. B. Johnston, Enid; A. D. Krow, Ralston; J. F. and T. A. Kroutil, Yukon; J. T. Langford, Enid; D. L. Larsh, Norman; C. G. Long, Hobart; D. E. McAnaw, Elgin; C. McFarland, Blackwell; A. E. McKenzie, Chickasha; J. W. McSpadden, Tallequah; G. M. Mell, Tuttle; J. W. Moberly, Blackwell; A. W. Marlow, Minco; J. H. Moore, Pond Creek; W. W. Morrison, Geary; G. Noll, Muskogee; W. T. Oates, Ponca City; I. C. Pierce, Foraker; E. W. Sibley, Reeding; A. Sittergreene, Lamont; J. H. Shaw, Enid; T. J. Stephenson, Geary; J. T. Stout, Deer Creek; Ed Shultz, Mt. View; J. Vandenburg, Blackwell; J. A. Walker, Altus; H. H. Wegener and D. F. Wegener, Ocharche; J. F. Wesley, Thomas; E. Wiegell, Perry; E. B. Wolfe, Comanche; C. J. Wolaver, Muskogee; R. W. Wirt, Enid; J. E. Wright, El Reno, and P. Zobisch, Hinton.

The Banquet.

Fully 225 grain dealers assembled in the handsome dining room of the Threadgill Hotel and were served the following menu:

MENU.

Canape Caviar
Queen Olives
Consomme in Cups Sliced Fresh Tomatoes
Baked Lake Trout, Maderia
Saratoga Chips Sauterne
Sweet Bread Croquettes, Mushroom Sauce
French Peas
Larded Tenderloin of Beef, Bernaise
New Potatoes in Cream
Mumm's Extra Dry
Combination Salad French Dressing
Fancy Ice Cream Assorted Cakes
Roquefort Cheese Bent Water Crackers
Demi Tasse
Cigars Flowers

Toastmaster J. B. Norton introduced Mr. Hyman, who delivered an eloquent address of welcome, which won his auditors.

J. E. Farrington responded to the address of welcome.

Omer E. Benedict responded to the toast—The Press.

H. B. Dorsey responded to the toast—Our Visiting Brother.

J. E. Love told of The Future.

Wm. Murphy responded to the toast—The Ladies.

Hugo Roos sang a "Dutch song."

A. Flint Moss responded to the toast—Oklahoma.

P. S. Goodman gave a pessimistic warning of too much railroad regulation.

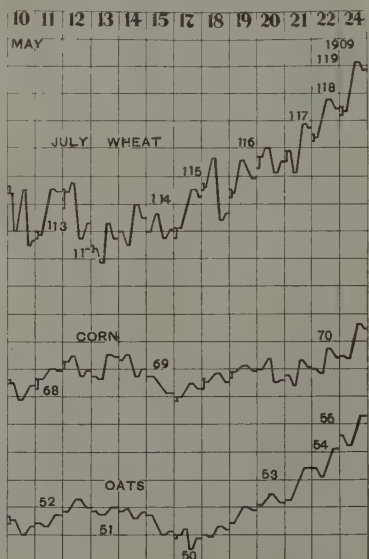
R. H. McGowan told stories.

Charles S. Clark presented Chicago's admiration for the get-there characteristics of Oklahoma.

Illinois' wheat acreage is made 1,065,000 by the state and 1,938,000 by the Dept. of Agriculture. An error of nearly 100 per cent is a trifle that does not worry the government officials.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the July delivery at Chicago for two weeks prior to May 25 are given on the chart herewith.



Crop Reports.

[Continued from Page 663.]

Lansing, Mich., May 7.—The average condition of wheat has improved from 76, April 1, to 78, May 1. The condition of rye is 85, and the acreage of oats sown is 97% of the average for the past 5 years. The total number of bush of wheat marketed during the 9 months prior to May 1 is 9,000,000; against 6,500,000 for the corresponding period of 1907-8. It is estimated that growers had on hand May 1, 1,500,000 bush; against 2,000,000 bush a year ago.—Frederick C. Martindale, sec'y of state.

Wyandotte, Mich., May 22.—Owing to the backward season which has greatly retarded and will materially lessen the amount of spring seeding, there will be a vastly increased acreage in this locality devoted to what the farmers term "hoe crops." Beans and potatoes form a major portion of these. Fortunately much of the soil is well adapted to the production of these commodities and the results at harvest time may prove quite as lucrative as if weather conditions had permitted the contemplated amount of grain sowing.—The City Mills.

Detroit, Mich., May 22.—I have just returned from a trip about the state and while the acreage given over to the growing of the various grains will be small—much smaller than other years—the general outlook is excellent. There is little doubt in my mind but the yield will be heavier this year than in several seasons. The wheat prospect has shown a steady improvement and I understand the average is much higher this month than in April. May has been a better one for the grain than the weather have been in good proportion and though rains have been frequent in some sections, the crop has come up in good shape. The per cent of wheat killed during the winter is small. From letters received from correspondents in different parts of the state, I learn the central counties have suffered most. The damage from Hessian fly is also small, almost too small to notice.—William V. Brace, Commercial Milling Co.

MINNESOTA.

French, Minn., May 11.—Farmers in this vicinity are mostly all through seeding, and about 50% more flax being put in than last year. Grain was put in in good shape, and the first put in is coming up in grand style.—Jos. J. Spilman, agt. Amenla Eltr. Co.

Gibbon, Minn., May 17.—The acreage of wheat is somewhat bigger than last year and the condition of the growing grain is good. Corn planting is about finished and the ground is in excellent condition. The last year's grain is just about all sold out.—K. Nelson, agt. Security Eltr. Co.

Grogan, Minn., May 17.—Small grain around here is all in and most of it is up and looking a good color. It seems to be plenty thick enuf on the ground. Farmers are busy plowing for and planting corn. All report ground in fine condition, and some report their corn sprouted and rooting well. Our principal crops are oats and corn. Very little wheat, barley and flax are grown. The oats and corn are nearly all marketed now. Little left in farmers' hands.—F. Chard, agt. Anchor Grain Co.

Minneapolis, Minn., May 14.—Wheat seeding is now completed, with the exception of a very small percentage in the Minot country. Oats and barley seeding is well advanced and will be finished within a week. Ground is now being prepared for corn and flax. Nothing unfavorable in weather conditions this spring, except the cold, which prevented seeding. Soil condition has been first-rate. We have had mostly cool, cloudy days for two weeks and are now ten days behind last year, but grain in the ground has grown nicely and seasonable rains, with warm days, will no doubt bring our crop forward satisfactorily. A moderate increase in both wheat and oat acreage. Barley acreage will probably be about the same as last year and flax acreage somewhat reduced. Across the line in Manitoba the condition is about the same as in North Dakota. They have been similarly delayed by the cold weather, but their wheat seeding is about completed. They will not have so large an increase in acreage as was anticipated, because of lack of time.—Van Dusen-Harrington Co.

MISSOURI.

Wyaconda, Mo., May 22.—Oat crop in this section poor. Cold wet weather rotted the oats, causing a poor stand. About ¼ will be plowed up. Wheat is fine; acreage about twice that of last year. Corn is being planted in good condition. Coming up well. Acreage about ¼ more than last year. Meadows in good condition. A fine prospect for all kinds of fruit except

peaches. Grain in farmers hands: wheat none; oats 5%; corn 10%; not enough corn here to supply the home demand.—S. M. Wells & Co.

Alma, Mo.—Wheat has made good progress lately, but the yield will be light owing to killing frosts last winter. Wheat acreage about 90%; corn acreage about 100%; wheat in farmers hands—none; corn in farmers hands, 25%.—XX.

NEBRASKA.

Superior, Neb., May 22.—Movement of grain here and at nearby points absolutely nothing. No wheat or oats left and farmers holding corn to see if they get a crop.—Elliott & Myers.

Mt. Clare, Neb., May 20.—A big hail on the 15th and 3 inch rain on 17th. Lots corn to plant over. Not all done planting first time. Wheat and oats badly damaged.—Giles Knopf.

Belvidere, Neb., May 22.—Recent rains have put all of our growing crops in fine condition and at the present time wheat promises a good crop.—A. Sien, mgr. Belvidere Grain & Coal Co.

Manley, Neb., May 12.—Not any corn moving. Wheat and oats not doing well. Had a terrible wind and dust storm here May 11 and a little rain last night.—W. B. Essick, mgr. Manley Grain Ass'n.

Ellis, Neb., May 22.—Seeding late, but conditions ideal for last half of May after 5 in. of rain. If corn price holds up there will be some movement in Gage Co., the last week in May.—H. E. Foster, agt. Wright-Lect Grain Co.

Eagle, Neb., May 24.—Spring and winter wheat prospects are good with a large acreage of both. Oats backward. Corn planting all done but some replanting on account of being washed out, otherwise commencing nicely.—R. C. Wenzel.

Julian, Neb., May 21.—An increased acreage of corn and oats in this locality this season, account of dry weather at wheat seeding time last fall. Wheat, oats and corn are all looking fine, weather very promising and good prospect in general.—L. W. Sage.

Leshara, Neb., May 15.—About 25% of corn in farmers' hands. No wheat. No oats. New corn prospects wheat 80% of crop. Oats good, corn nearly all planted. We have had two good rains this week but I think it came too late to thicken wheat stand.—J. M. Rutt.

Oakdale, Neb., May 14.—Small grain looks bad on account of dry and windy weather prior to the 11th, when we had a fine rain that night and the following day. Some fields of oats are being planted to corn. Corn planting is now in full swing, but we need more rain. No old oats left in farmers' hands for sale; wheat all sold; a little corn back to move later.—C. V. Beeman, agt. Nye Schneider Fowler Co.

NEW YORK.

Buffalo, N. Y., May 20.—Reports of the New York State wheat crop are most encouraging and farmers are saying that the crop will be equal to last year, which was not thought possible early in the winter, owing to the severe frosts which came before there was any snow.—J. C.

NORTH DAKOTA.

Wimbleton, N. D., May 21.—Crops are doing fine with us. Wheat all seeded and most of it is up. I expect by June 1 that seeding will be about finished in this locality.—G. A. Haughton.

Portland Jet, Mayville p. o., N. D., May 15.—Farmers have about finished seeding wheat, oats, barley and flax. The outlook so far is fine. About 10% of last year's crop is still to come in.—G. R. Christianson, agt. Hatton Farmers Eltr. Co.

Grand, N. D., May 19.—Prospects have never been finer or better for a bumper crop than at present, the ground is in the very best condition for years with rain once a week. There will be about the same amount of grain sown this year as last, if not a little more.—M. W. Nelson.

Rolla, N. D., May 15.—We are having the best of weather for the growing crops. It has rained almost every day for about a week with some warm weather that ought to brighten the growing crops at a great rate. Wheat acreage will be about 25% smaller than it would have been if we had had an early spring, while the barley acreage will be increased about the same percent on that account.—Jules Beaudoin, agt. National Eltr. Co.

OHIO.

Shinrock, O., May 7.—Very little grain left in farmers' hands around here. The acreage is about the same as usual. Wheat is not looking favorable.—C. C. Hoffman.

Milledgeville, O., May 21.—Large acreage of corn, planting almost over. About one-half crop of wheat. Oats looking fine. Very small amount of grain remaining in farmers hands.—Gidding Bros.

Kirkwood, O., May 18.—The assessor of this township gives us the following statistics: decrease in wheat acreage, 100 acres; increase in oats, 400 acres; increase in corn, 1200 acres. Quite an appreciable amount of ground sown in wheat was reseeded to oats, but the above indicates the general trend. Farmers report the growing crops doing splendidly. One man says he examined his stand of corn and, in a square embracing 400 hills, not one hill was missing; and that is a little out of the ordinary.—T. B. Marshall.

OKLAHOMA.

Muskogee, Okla.—Corn acreage 125% condition 100%.—G. Noll.

Minco, Okla.—Corn acreage 100%, condition 100%.—A. W. Marlow.

Altus, Okla.—The oats acreage is 90%, condition 20%.—A. H. Jackman.

Broken Arrow, Okla.—Corn acreage 115%, condition 100%.—J. W. S. Bower.

Oklahoma City, Okla., May 20.—The corn acreage is 125%.—H. L. Chowning.

Enid, Okla.—The wheat acreage is not over 75%, condition 75%.—D. O. Green.

Mt. View, Okla.—Wheat acreage 40%, condition 85%. Corn 130%, condition 80%.—Ed Shultz.

Chickasha, Okla., May 20.—The acreage of corn is 125% and its condition 100%.—J. E. Farrington.

Ryan, Okla., May 13.—No grain to speak of in this portion of the country. Corn and cotton crop normal.—L. W. Wright.

Enid, Okla.—Wheat acreage 100%, condition 90%. Oats acreage 115, condition 85%. Corn 130%, condition 100%.—R. W. Wilf.

Hinton, Okla.—Wheat ac. 50 per cent, cond. 50 per cent; corn 125 per cent, condition 100 per cent. Oats a failure.—P. Zobisch.

Muskogee, Okla.—The corn acreage is about 125% of last year and the condition 100%. Oats acreage 100%, condition 80%.—C. J. Wolaves.

Blackwell, Okla.—Wheat acreage 75%, condition 60%; oats acreage 110%, condition 75%; corn acreage 110%, condition 75%.—J. Vandenberg.

Blackwell, Okla.—Wheat acreage 30%, condition 50%. Oats acreage 120%, heading out very short. Corn 125%, but backward.—C. McFarland.

Hobart, Okla.—The wheat acreage is 75%, condition 50%. Oats acreage 110%, condition 50%. Corn acreage 115%, condition 100%.—C. G. Long.

Pond Creek, Okla.—The wheat acreage is 60%, condition 50%. Oats acreage 115%, condition 50%. Corn acreage 160%, condition 80%.—E. W. Johnston.

Hennessey, Okla.—The wheat acreage is about 25%, condition 50%. Oats acreage 100%, condition 50%. Corn acreage 100%, condition 90%.—R. H. Grimes.

Perry, Okla.—Wheat acreage 10% more than last year, condition 100%; oats acreage 110%, condition 75%; corn acreage 100%, condition 85%.—E. Wiegell.

Porter, Okla., May 11.—Farmers here are buying more corn than they are selling. Elevator stock small. Will be an increase in corn acreage here of 20%.—T. R. Weens.

Hobart, Okla., May 20.—Wheat acreage 75%, condition 50%; oats acreage 100%, condition 50%; corn acreage 125%, condition 90%; kafir corn acreage 150%.—M. Erdwurm.

Broken Arrow, Okla., May 14.—Corn is a fair stand and is now from 6 to 8 inches above ground. The several frosts we had in April and May nipped the corn to the ground.—Hannin Eltr. Co.

Helena, Okla., May 15.—Good rain last night, putting ground in good condition for grain, and giving a fine start to the corn, of which an increased acreage has been planted this spring.—S. H. Colwick.

Sentinel, Okla., May 10.—We had a good rain in this section of the country May 8. Wheat is looking good, so is oats. Wheat will make 18 bushels sure, unless it should hail later.—Thomas Milling Co., M. J. Long, agt.

Altus, Okla., May 11.—All wheat marketed. All oats marketed. About 2% corn held by farmers. Wheat acreage about 55% of normal for Jackson Co. Damaging now badly on account no rain; heads very short. Fall sown oats lost; spring sown very backward account drought.—Leger Mill Co.

Elgin, Okla., May 10.—Practically no wheat or oats sown in this section this year. Acreage of corn 25% greater than last year. Weather conditions moderately favorable for corn.—W. W. Brunskill, Pres. Elgin Grain Co.

Okarche, Okla., May 10.—On May 9, we had the most welcome rain of the season, which will save our wheat and oats. About same acreage of wheat and oats as last year with as fair prospects as last year.—C. E. Foster, agt. Home Grain Co.

Oklahoma City, Okla., May 11.—The growing wheat is in better shape. May 8 we had a general rain all over the state, ranging from 1-2 inch to 3 1-2 inches which will put an entirely different outlook. Think the present condition will average 80%. Nothing in farmers' hands.—Oklahoma Export Co.

Ralston, Okla., May 12.—Wheat is heading very short, is a poor stand and is full of old chinch bugs. Corn is a good stand but is backward; the weather is too cold and all early corn was frosted to the ground, but the frost didn't hurt the wheat. Very little corn in farmers' hands; we are paying 68c.—A. D. Krow.

Foraker, Okla., May 8.—A larger crop planted in this county than ever, mostly corn. The condition is better than ever at this season of the year. It is a little dry but not enough to injure the crops. The prospect at present is great. Grain is nearly all out of the country.—A. A. Stephenson, mgr. I. C. Pierce Grain & Elevator Co.

Tulsa, Okla., May 14.—A very heavy rain Saturday night, May 8th, was badly needed and very beneficial. Wheat acreage 15 to 20% less than last year and growing condition 10% better. Corn acreage increased 20%; all planted and looks good. Considerable old corn held by farmers and elevators. Few oats sown.—The Rea Mill & Eltr. Co.

PENNSYLVANIA.

Philadelphia, Pa., May 20.—Favorable prospects for future crop reports throughout Pennsylvania and neighboring states are being received by the trade here from their patrons and correspondents.—S.

SOUTH DAKOTA.

Springfield, S. D., May 12.—Crops are looking fairly well. Oats suffered from the wind. Farmers are busy planting corn.—R. A. Maarsnigh, agt. Eugene Colburn.

Webster, S. D., May 17.—Farmers in this vicinity consider their oats damaged by rot on account of cold and wet early in the season.—Joe Martens, agt. Geo. C. Bagley Eltr. Co.

Waubay, S. D., May 11.—The acreage of small grain here has increased over last year about 10%. The acreage is divided about as follows: Durum, 40%; s. wheat, 15%; barley, 20%; oats, 15%; flax, 10%. Durum, wheat, barley and oats are all sown. Flax seeding in progress. Conditions are unfavorable to growing crops, as warm weather and moisture is needed. Spring is very backward. Hay will undoubtedly be short and late.—W. R. Hayden, mgr. Waubay Farmers' Eltr. Co.

TENNESSEE.

Talley, Tenn., May 10.—Acreage of wheat sown about 80% of an average crop. Prospect is good for a fair yield. Corn is nearly all planted. Early planting is a partial failure on account of heavy rains. Oat crop fine. No old wheat in farmers' hands and only about 10% old corn left in farmers' hands. Prospect for fruit good.—J. S. Conrad.

TEXAS.

Brownwood, Tex.—No wheat or oats for this section this year and very little corn.—D. W. King.

Howe, Tex., May 12.—Crop prospects not good. Needing rain. Many parts of Texas very dry.—The Howe Grain & Mer. Co.

Tallequah, Tex.—Wheat acreage 110%, condition 110%. Oats acreage 200%, condition 100%. Corn 110%, condition 100%.—J. M. Spadden.

Fort Worth, Tex.—Texas will not have over 2,000,000 bus. wheat. No oats, and fair crop of corn.—W. W. Manning, pres. Terminal Grain Co.

Pilot Point, Tex.—The wheat acreage is not over 10% and the condition 40%. Oats acreage 25%, condition 25%. Corn acreage 125%, condition 100%.—L. G. Belew.

Fort Worth, Tex.—Texas will not produce over 2 to 2 1/2 million bus. of wheat and not over 1 million of oats. About half as much corn as last year; it is poor stand, late and suffering from drouth.—T. G. Moore.

Grain Trade News

ARIZONA.

Phoenix, Ariz.—We contemplate installing an alfalfa mill at this place and are considering what machinery and equipment to procure.—Phoenix Flour Mills, W. T. Studer.

ARKANSAS.

Devall Bluff, Ark.—A large rice mill will be built here by the Grand Prairie Irrigation & Milling Co., capital \$250,000.

Jonesboro, Ark.—The Southern Feed & Commission Co., H. W. Graham, mgr., has bot the business of the Hatcher Brokerage Co. that was composed of Preston and P. A. Hatcher, who have not yet decided in what other business they will engage.

Fort Smith, Ark.—The Western Grain Co. suffered a small loss by fire, evidently of incendiary origin, discovered at 1:45 in the morning of May 4 by a patrolman who observed a man hurrying from the direction of the warehouse, with his coat collar turned up and his hat pulled down. The patrolman found fires in several places in the basement of the warehouse, bearing evidence of having been started with oil. The Western Grain Co. has been particularly unfortunate in the matter of fires during the past six months, as it has had some hay warehouses burned in different parts of the city, two of the fires occurring within a week. Other firms had fire losses under peculiar circumstances about the same time, which induces the belief that the city is suffering from incendiarism.

CALIFORNIA.

Modesto, Cal.—This place will soon have two alfalfa meal mills. H. T. Turner will build one. He has gone to Kansas City to investigate construction plans and details. The other will be built by the Dickinson Co. of Stockton.

Sacramento, Cal.—The new reciprocal demurrage law has been signed by the governor and will go into effect June 19. The penalty upon the railroad company for failing to supply cars as ordered is \$5 per car per day. The carrier is entitled to demand one-fourth of the freight in advance, and the shipper who fails to load an ordered car will be liable to a penalty of \$6 per day and damages. Cars must be unloaded within 48 hours under penalty of \$6 per day. Section 7 provides that any party bringing suit against a carrier under the new law must show that he had on hand the grain or other freight necessary to load the cars ordered.

Sacramento, Cal.—Two deputy sheriffs recently captured Joe Jacobs, a negro who had conducted a series of burglaries and grain thefts for six weeks at Seller's grain, lime and ice house. The negro waited until 9 o'clock. He inserted a thin latchkey in the jaws of the lock on the lime room door and lifted the spring. The officers had hidden behind some bales of hay, but one carelessly left his feet sticking out. These the thief saw and investigated and so spoiled the deputies' plan to seize him in the act of carrying out the grain. He first insisted he was hunting a place to sleep, afterwards he confessed. He had stolen about 50

sacks of grain; his lightest haul was two, his heaviest five. These he had sold to a Chinaman for 75 cents each. The officers went to the Chinese junk shop for barley. There they found 15 sacks of Seller's barley and escorted the Chinaman to jail.

CANADA.

Mortlach, Sask.—The Royal Eltr. Co. of Regina is building eltrs. here and at Parkbeg.

Arden, Man.—Edward Haggarty has bot the Northern Eltr. and will operate it.—R. F. R.

Carstairs, Alta.—The Imperial Eltr. Co. will build a 40,000-bu. eltr. this spring.—R. F. R.

Fort William, Ont.—The Ogilvie Milling Co. will buy a site here on which to build a 300,000-bu. eltr.—R. F. R.

Kamsack, Sask.—The National Eltr. Co. of Winnipeg will build a 30,000-bu. eltr. here this spring.—R. F. R.

Saskatoon, Sask.—The North Star Eltr. Co. is taking down its eltr. at this point to rebuild it farther west.—R. F. R.

Mozart, Sask.—Settlers have petitioned for the construction of an eltr. at this new town, to which 8,000 acres of grain are tributary.

Brandon, Man.—H. F. Gillespie, of the Great West Eltr. Co., says his company will build 19 eltrs. in Alberta this summer.—R. F. R.

Calgary, Alta.—W. R. Hull has let the contract for erection of the re-inforced concrete building to be called the Grain Exchange building.

Regina, Sask.—Arrangements are said to be practically completed for the early erection of a \$20,000 linseed oil mill by the Dominion Linseed Oil Co., Ltd., of Baden, Ont.

Red Deer, Alta.—The Alberta Pacific Eltr. Co. will enlarge its eltr., starting the work at once; and the Great West Grain & Eltr. Co. of Calgary, will build here this summer.—R. F. R.

Winnipeg, Man.—The Dominion Transportation Commission has dismissed the complaint by the Board of Trade of Saskatchewan against the joint rate of 50 cents per 100 lbs. on grain from Prince Albert to British Columbia points.

Kingston, Ont.—The Forwarders, Ltd., incorporated to construct, buy, sell and operate eltrs. and grain warehouses; capital, \$250,000. Among the directors are G. I. Mallory, Brockville; G. Schmidt, Pembroke; and M. E. Galvin, Detroit.

Winnipeg, Man.—The Ogilvie Mills Co., which recently let the contract to the Barnett & Record Co., for a 300,000-bu. eltr., will erect the new house on the site of Eltr. B., along the C. P. Ry. The old house will be dismantled to give place to the new concrete tanks.

Ottawa, Ont.—A bill providing that grain shipped by vessel shall be officially weighed in and out at terminal eltrs. has been introduced in parliament by J. A. Carrie, with a view to having weighing at intermediate transfer points as well as at Fort William and Montreal. The weighing is not made compulsory on ships.

Vancouver, B. C.—After his visit to inspect grain handling facilities at Portland, Ore., Wm. Whyte, second vice pres. of the Canadian Pacific, declared himself opposed to the erection of grain eltrs. at this port, believing that shipments are best made in sacks. Mr. Whyte favors a large warehouse and more dockage space.

Vancouver, B. C.—Believing that in the future much of Western Canada's export wheat will go out thru this port, Senator Peter Jansen of Nebraska, pres. of the Saskatchewan Eltr. Co. which owns 22 eltrs. in Saskatchewan besides the 4 new ones it is building, has called a meeting of shareholders to discuss the erection of 6 eltrs. in Alberta.

Brandon, Man.—The National Eltr. Co., headquarters here, will build 30,000-bu. eltrs. this spring at the following points in Alberta: Camrose, Nanton, Gayley, Staveley, High River, Claresholm Siding, Granum, Claresholm, Red Deer, Crossfield, Sedgewick, Strome, Daysland, Bawlf, Longhead, Stetler, Erskine, Alexis and Killam.—R. F. R.

Winnipeg, Man.—In the complaint by the Northern Eltr. Co. and the Anchor Eltr. & Warehousing Co. against the excessive switching charges of the Canadian Pacific Ry., on transit grain from the St. Boniface track to their eltrs., the Dominion Railroad Commission recently ordered that "On grain carried via Winnipeg at the lawfully published and filed thru rate, with the privilege of stopping in transitu for the purpose of manufacture, storage, or treatment, on the tracks of another railway company within its yard limits at Winnipeg, and on which the additional "stop-over" charge, duly published and filed (if any be made), does not exceed one cent per 100 pounds, the further additional toll collectible by the company on whose tracks the industry or warehouse is situated, for switching the grain from the point of interchange at Winnipeg or St. Boniface to the proper unloading tracks, and for reswitching the grain, or the product thereof, back to the said point of interchange, shall not exceed \$5 per car.

CHICAGO.

The striking grain trimmers at South Chicago are urging grain shovellers at other lake ports to strike in sympathy.

Allowances for transfer of grain have been extended to January by the railroads pending a decision of the test case now in court.

Members of the Board of Trade will vote May 26 on the proposed amendment to the rules against the delivery of grain samples on the floor by non-members.

A dinner to the members of the Board of Trade will be given May 26 by the Chicago Ass'n of Commerce at the Congress hotel, and a large gathering of members will be present.

A. E. Schuyler, assistant Board of Trade Weighmaster, who recently underwent a severe surgical operation, is now fully recovered and daily attending to his regular duties.

Frederick W. Kohl, sec'y and bookkeeper for Chas. L. Raymond & Co., brokers and members of the Board of Trade, has disappeared short \$4,000 in his accounts. He had been speculating in grain.

Fire under the trading floor of the Board of Trade building on May 10 caused commotion shortly after the close of the market. Loss, \$1,000 to the building and \$200 to the telegraf company.

Frank G. Hotchkiss, formerly with Geo. H. Daggett & Co., has associated himself with Norris & Co., to take charge of their domestic cash grain business.

Calumet Cereal Co., incorporated to manufacture and deal in breakfast foods, cereals, sugar and oils; capital, \$10,000; incorporators, Wm. E. Rafferty, Grant Newel, Maurice H. Frank.

Geo. A. White, who is well known at Indianapolis and Toledo as well as at Chicago, has taken the sales agency in Illinois and Wisconsin for Kornalfalfa, a grain and alfalfa feed manufactured at Kansas City.

Suit for alleged violation of the pure food law has been brot against the Great Western Cereal Co. by the federal district attorney at Chicago. The company is charged with shipping misbranded Daisy Dairy Feed.

The loss on the grain in the burned Illinois Central Eltr. has been settled. The sound value was fixed at \$689,575, and as the salvage was sold for \$90,200 the net loss is \$599,375, or considerably less than the policies, of \$822,000.

The old Rock Island transfer eltr. at Englewood has been dismantled and will soon be razed. The Rock Island B eltr. at 14th St. and the river has been condemned and will also be razed. Rock Island A eltr. no doubt will also soon suffer the same fate.

Ammi M. Bennett, doorkeeper on the Board of Trade, and once a wealthy member of the exchange, died at his residence, Apr. 19, after a brief illness. He was formerly one of the best known members of the Board. During the world's fair time he dealt extensively in wheat. While in the wheat pit that year he was wounded by a revolver shot from a spectator in the gallery, supposed to have been a crank. After that Mr. Bennett's health failed, he soon lost his business and had to relinquish his membership.

Membership in the Board of Trade has been applied for by Walter C. Fleury, P. S. Arthur, Abe Goldstein, Robert R. Curry, J. E. Henry, and Edgar T. Jones. Application for transfer of membership has been made by Luther E. Wyman, Marion Edward Geer, Wm. H. Sterling, Jr., Geo. S. Miller, Herman F. Monroe, and the estates of James P. Sherwin and E. L. Jones. The directors recently admitted to membership Ned C. Grable, Linus S. Hoyt, Albert B. McCue, Chas. E. Kuh, John H. Holden, and Austin A. Howard.

Tracy & Co., brokers in grain and stocks, failed May 17, and E. A. Benedict has been appointed receiver. Liabilities, over \$1,000,000; assets, \$250,000. Another receiver later was appointed for the Chicago assets, the American Trust & Savings Bank. Mr. Benedict, the New York receiver, states that the firm's downfall was due almost entirely to the firm's transactions on the Chicago Board of Trade, of which it was a member. Its open trades at the time of the failure were more than 400,000 bu., half of which was in wheat. It is said Wm. W. Tracy, head of the firm, speculated on the short side of the market.

At a hearing on the Indiana street bridge center pier obstruction to navigation of the Chicago River, it developed that this obstacle to navigation has even fewer friends than the Lake street bridge. Geo. A. Marcy, pres. of the Armour Grain Co. told Major Rees, the government engineer, that his firm had

closed a large grain eltr., located on the north branch because it had been found more economical to handle the grain in eltrs. located in Milwaukee. "This eltr., the pay roll of which was \$200 a day, will remain closed as long as the Indiana street center-pier bridge stands in the river," declared Mr. Marcy. "The bridge is a barrier to all save the smaller vessels of the old type, and the expense of handling grain is so much greater in that case as to make it unprofitable to operate our eltr. equipment in the north branch."

The Juvenile Court Committee of which Harry E. Smoot is superintendent and attorney, is to be commended for its activity in the prevention of child crime. Realizing that many children never would go astray were it not for the encouragement offered by those older the committee has had printed and is sending out the following card "Parents and guardians of children are warned that it is against the law to allow their children to pick up coal, grain, brass, wood or iron on the railroad tracks, or to allow their children on the elevations. Parents and guardians who permit children to break these laws will be held responsible and will be prosecuted for contributing to the delinquency of their children. Anyone buying or receiving property picked up by children, knowing the same to have been picked up in receiving stolen property, and will be prosecuted according to the law."

Effective June 13, the Wabash Railroad has published an arrangement under which grain from Chicago to Atlantic seaboard territory (Buffalo, Pittsburg and east thereof), domestic or export, all rail or lake and rail, will be given transit privileges at St. Louis, Mo. (when destined east all rail), east St. Louis, Edwardsville or Alton, Ill., for the purpose of milling, grinding, shelling, clipping, grading, cleaning, mixing, inspection, change of ownership or destination, on the basis of 5 cents per 100 pounds from Chicago to St. Louis, East St. Louis, Edwardsville or Alton, plus the reshipping rate from these points on grain or grain products. The arrangement provides that the grain will be billed from Chicago to the transit point at the regular proportional rate of 7 cents per 100 pounds, which will be reduced to 5 cents per 100 pounds upon evidence of reconsignment east of the grain or grain products.—W. M. Hopkins, Manager Transportation Department, Chicago Board of Trade.

COLORADO.

Denver, Colo.—The Jerome Milling & Eltr. Co. incorporated by J. K. Mullen, H. E. Johnson and E. M. Ryan; capital, \$20,000.

Lamar, Colo.—I am considering going into the grain business after a while.—F. C. Jewell, formerly agt. for Home Grain Co., Renfrow, Okla.

IDAHO.

Gooding, Ida.—A. H. Vogeler of Salt Lake will build an eltr. here.

Culdesac, Ida.—The J. Alexander Grain Co. will build here and at Arrow Junction, Idaho.—Agt. J. A. Grn. Co., Lapwai, Ida.

Lewiston, Ida.—It is said the large warehouse companies will reduce the storage charges on grain from 75 to 50 cents a ton.

Filer, Ida.—We contemplate discarding our gasoline engine in the near future, to

replace it with an electric motor.—I. S. Lambing, mgr. Utah-Idaho Eltr. Co.

Moscow, Ida.—The Farmers Union will build a small house here, and the old line companies will paint those they already have here.—P. K. Peterson, agt. Interior Warehouse Co.

Idaho Falls, Ida.—The Idaho Falls Milling Co. is clearing the ground for the foundation of a 70,000-bu. eltr. to be built beside its milling plant on the Oregon Short Line.—Co-op. Wagon & Machine Co.

Buhl, Ida.—There will doubtless be new grain warehouses this season at Jerome, Buhl, Burley and Gooding. These four towns are all in newly irrigated country in or adjoining the Twin Falls tract. The Minidoka, north side and south side Twin Falls tracts have in grain this season approximately 130,000 acres.—Highline Grain Co., Filer, Ida.

ILLINOIS.

Cutmer, Ill.—E. C. Sumner has bot a Reliance Dump Controller.

Potomac, Ill.—K. A. Harper has bot a Reliance Dump Controller.

West Point, Ill.—Carban Thas & Co. have bot a Reliance Dump Controller.

Fiatt, Ill.—The Buckley, Pursley Co. will build a new eltr.—P. C. Wright.

Utica, Ill.—I have sold my eltr. to the Brown-Danskin Co.—Van R. St. John.

Owaneco, Ill.—Geo. Ritscher is installing a 25-h. p. gasoline engine.—W. H. Barrett & Bro.

Cairo, Ill.—The Cairo Board of Trade is considering the advisability of establishing a traffic bureau.

Mt. Carmel, Ill.—Storckman & Storckman have succeeded Holsen & Storckman.—W. E. Storckman.

Nokomis, Ill.—Henry Noble of Litchfield, Ill., has bot the eltr. at this place of John Pier and will operate it.

Riggs, Ill.—We are putting in cleaner and repairing the eltr., which we have raised 4 ft.—Oakes & Green.

Delavan, Ill.—Wayne Bros. Grain Co. incorporated by W. D. and F. M. Wayne and M. F. Quigley; capital stock, \$4,000.

Buckingham, Ill.—The time for which W. J. Herscher leased his eltr. having expired he is again operating it himself.

Brisbane sta., New Lenox p. o., Ill.—Baker, Jones & Co. have had to repair their eltr. damaged by a recent heavy storm.

Ivesdale, Ill.—H. I. Baldwin & Co. of Decatur have bot the eltr. and coal business at this point of M. L. Delaney, for \$6,000.

Adair, Ill.—I have lately installed an Avery 1,000-bu. per hour Automatic Weigher in my eltr.—Geo. W. Cole, Bushnell, Ill.

Lanesville, Ill.—Farmers in this vicinity intend building an eltr. this summer.—G. H. Grug, mgr. Farmers Grain Co., Illiopolis, Ill.

Modesto, Ill.—The eltr. firm of Duncan Bros. contemplate making some extensive repairs this spring and summer.—S. E. LeMarr, mgr.

Illiopolis, Ill.—We will build a warehouse at once, 40x90, and expect to handle a line of farm goods.—G. H. Grug, Illiopolis Farmers Grain Co.

Florence Station, Ill.—I have charge of the eltr. of the Hellmer Co. Eltr. Co.—A. W. Wall, formerly mgr. Farmers' Eltr. Co., Flag Center, Ill.

Springfield, Ill.—The senate has passed S. B. No. 172 providing that all railroad companies in the state shall upon request establish reasonable joint thru rates.

Pesotum, Ill.—We will remodel our eltr. and install a new leg and dump. Work will begin about Aug. 15. We will then need some new machinery.—Kleiss & Gilles.

Springfield, Ill.—The senate has passed the bill prepared by John Kjellander of Chicago, adopting weights per bushel of various commodities according to the federal standards.

Kenney, Ill.—The eltr. of Humphrey & Henderson was endangered recently when a nearby pile of car doors caught fire. Two cars of coal ignited and only quick work saved the eltr.

Cissna Park, Ill.—J. Jackle has gone to Watseka to take charge of the eltr. he and S. M. Rose recently bot of John L. Smiley. John Hari will manage Mr. Rose's eltr. here for the present.

Ridge Farm, Ill.—Joseph Kendall, for a number of years in charge of the eltr. of W. F. Banta, at Hammond, has succeeded Asa Hathaway as local mgr. for the National Eltr. Co. at this place.

Wenona, Ill.—H. M. Taggart and I formed a partnership that took effect May 1. We operate under the firm name of Taggart & Stotler and have succeeded Harry M. Taggart.—H. A. Stotler.

Stockland, Ill.—F. M. Chancellor, formerly of Elizabethtown, O., is now in partnership with Robert Lockhart as successors to the Lockhart-Bell Grain Co. under the name Lockhart & Chancellor.

Laplace, Ill.—We are going to tear down our 8,000-bu. eltr. at this place and build a new one on the same site, with a capacity of 35,000 bus. We will begin this work about June 1.—Chapman Bros. & Wilson.

Bondville, Ill.—C. E. Ambrose of Decatur, Ill., has bot the eltr. here of S. G. Crawford and will take immediate possession. He has had a number of years experience in handling country eltrs. This deal was effected by the U. S. Brokerage Co.

Alvin, Ill.—Rev. Clay F. Gaumer has bot and taken possession of the eltr. of Witherspoon & Mann and will operate it himself. He was a recent member of the Illinois legislature, elected on the prohibition ticket but was defeated for reelection.

Charlotte, Ill.—W. R. Snail of Chenoa has succeeded W. Jaden as mgr. for the Charlotte Grain Co. Mr. Snail was buyer for the Rogers Grain Co. until that firm sold its interests in Chenoa to a company of farmers. The Charlotte Grain Co. engaged him at \$80 per month.

Tolono, Ill.—H. W. Riley, grain dealer and banker, returned May 6 and gave himself up for trial on the charge of embezzlement. Over a year ago Riley disappeared a few days before his failure and nothing was heard from him until he surrendered himself. He has been released on bonds and will be tried at the September term.

Peoria, Ill.—We are indebted to John R. Lofgren, sec'y of the Peoria Board of Trade, for a copy of the 89th annual report of the Peoria Board of Trade for 1908, containing detailed statistics of the trade and commerce of that city, the grades of grain of that market and a list of members of the Board, together with tabulated statistics of general interest to grain dealers.

Springfield, Ill.—The Adkins bill prohibiting discrimination in the buying of grain, produce and milk was passed by the house May 20 by a vote of 107 to 0. A fine is provided for one who pays more for a commodity at one point than at another, freight to market considered.

Cheneyville, Ill.—C. C. Harlan & Co., now own both eltrs. here, having taken over the banking and grain business of E. M. Grunsted & Co., who bot out Coon Bros. some time ago. C. C. Harlan has been in the grain business many years, and has a wide and valuable acquaintance in this vicinity. He will employ additional help and operate both eltrs. under one management.

Allenville, Ill.—The eltr. here of Stone & Morris of Mattoon, that burned May 2 with entire contents, contained 1,230 bus. of corn, and 615 bus. of oats. Loss, \$5,000 fully insured. An adjacent building, used by Stone & Morris as an office, also burned. The firm controls another small eltr. here, which will be fitted up with a traction engine to handle corn and other grains until the new eltr. can be built.

Yeomans Sta., Bellville p. o., Ill.—The statement in this column, May 10, that Stotler Bros. have succeeded Abel Brooks & Co. is not exactly correct, as we came into possession of this eltr. Aug. 1, 1908; and it was managed under the name of H. A. Stotler until the first of this month, when we leased it to Wm. Ryan, of Franklin, Ill., who has been the agent there ever since the plant was built.—H. A. Stotler.

Wiley, Ill.—Fire, supposed to have been started by an overheated axle in the corn-shelling machinery that had been in operation all day, broke out about 5:45 in the afternoon of May 11, 15 minutes after the regular employees had left the building, and destroyed the eltr. of Twist Bros., containing 3,000 bus. of oats and 4,000 of corn; loss, \$12,000, fully insured. Preparations for rebuilding began immediately.

Alton, Ill.—Officials of the Stanard-Tilton Milling Co. have abandoned their efforts to get a lease of property on the Alton levee, on which to build an eltr. The council granted the right, but before the mayor could sign the lease property owners, whose property abuts the levee, obtained an injunction restraining the mayor from signing. Property directly across the street from the mill has been purchased.

Ridgefarm, Ill.—Asa Hathaway, who disappeared short in his accounts as mgr. of the eltr. of the National Eltr. Co., has returned after visiting New York and Montreal in company with a woman. By his own admissions Hathaway lost \$5,000 in wheat speculations and expended nearly \$2,000 on his eastern trip. Hathaway gave himself up, and will be tried on the charge of feloniously stealing \$7,000 of the company's money.

Jacksonville, Ill.—Beggs, Lewis, Fisher & Graff have bot from the Jacksonville National Bank the old eltr. of Fitzsimmons & Kreider for \$7,000 and will at once remodel it, replacing the old equipment with up-to-date machinery. The new owners intend to put in six dumps. The present storage capacity of the eltr. and the crib adjoining is about 70,000 bus., and the firm expects to begin buying and selling grain at once. Mr. Lewis estimates that an expenditure of \$2,500 will put the property in first-class condition. The eltr. was built years ago on the Chase plan, one of the best types known

at that time. The lot on which the buildings stand has a frontage of 179 ft. and a depth of 300.

Palmer, Ill.—The Farmers Grain Co. has not let the contract for an \$8,000 eltr., as erroneously stated in this column Apr. 25; but it has obtained a good location, adopted plans and will build a 35,000-bu. eltr. to cost \$10,000. The foundation is already completed and the building will be pushed to completion in time to handle the new wheat and oats crops. The company is building the eltr. itself and is in the market for all necessary machinery, first-class. We will install a 600-bu. hopper scale. The contract for the lumber has been let, and some of it is already on the ground. The building will require about 185,000 ft. of lumber.—Fay R. Best, sec'y. Farmers Grain Co.

Peoria, Ill.—A committee from the Illinois Grain Dealers Ass'n and the Peoria Board of Trade at the recent conference made final arrangements for the 16th annual meeting of the Ass'n. Headquarters will be at the National Hotel, and the convention will hold its sessions in the hotel assembly room where there is ample room for everybody. A general committee was appointed, consisting of A. G. Tyng, J. H. Ridge and S. W. Strong. A committee on entertainment consisting of C. C. Miles, T. A. Grier and Samuel Mosiman, Peoria. A committee on entertainment of ladies consisting of S. C. Bartlett, D. D. Hall, Peoria, and H. I. Baldwin, Decatur. The Convention was divided into three sessions: Tuesday, June 15, at 1:30; Tuesday evening 7:30; Wednesday morning 9:30. Aside from the general business there will be two special addresses, one Tuesday afternoon by Dr. C. G. Hopkins, of University of Illinois, Urbana, on the subject of "Soils Investigation and Crop Experiment Work," and an address Wednesday forenoon by Hon. Wm. R. Bach, attorney at Bloomington, Ill., and manager of the Claims Department of the Association, whose subject will be "Claims." Tuesday evening session will be a "smoker," and subjects pertinent to the country elevator business will be the topics for the evening, and a free-for-all. Anybody who wants to talk will have an opportunity. There will be music and songs under the direction of C. S. Burdick, sec'y. of the Commercial Club of Peoria. Special entertainment for ladies will be arranged Tuesday afternoon, a Tally-ho ride and a luncheon at the Country Club. Wednesday afternoon will be a boat ride a hundred miles on the Illinois River, everybody to go.

INDIANA.

Crawfordsville, Ind.—The new eltr. of James Sellers has just been completed by A. M. Richner.

Rockport, Ind.—We will build an eltr. here this summer to replace that burned last Dec.—Jeff Ray & Sons.

Rushville, Ind.—Brown & Orme, Hinkle & Co., and T. H. Reed & Son are repairing their eltrs.—T. H. R. & Son.

Dale, Ind.—The Wallace Milling Co. built an eltr. at this point last winter.—Jeff Ray & Sons, Rockport, Ind.

Fountaintown, Ind.—The Fountaintown Eltr. Co. has built an addition to its eltr.—T. H. Reed & Son, Rushville, Ind.

Earl Park, Ind.—Caldwell & Barr have let the contract to Fred Friedline & Co. for the remodeling of their transfer eltr. on the Big Four Ry.

Washington, Ind.—I have built a new warehouse and am doubling my capacity. I have the plant of the old Worthington Eltr. Co.—Jesse Goshorn.

Idaville, Ind.—I have bot the eltr. of W. F. Brucker.—A. L. Schulenberg, formerly a member of the firm of Schulenberg Bros. & Weber, Indianapolis.

Auburn, Ind.—The Vandalia Eltr., that has been owned and operated by the J. C. Hoodelmier Co., has been sold to Wimer, Brown & Co. thru the Tri-State Eltr. Co.

Onward, Ind.—The eltr. of Walker & Co. has been moved a short distance and is being rebuilt.—Phillips Bros., successors to Phillips, Phillips & Beshdol, Walton, Ind.

Franklin, Ind.—Wm. Suckow has just completed his new 70,000-bu. eltr. which he built in addition to his old eltr., making him a total storage capacity of 150,000 bus.—Agt. Wm. Suckow.

Frankfort, Ind.—Wallace & Strange succeeded Stewart & Strange in the Vandalia Eltr., May 20. Mr. Wallace bot the property of John H. Stewart and Mr. Strange retains his interest in the business as before.—J. A. Rice.

New Albany, Ind.—Earl Embry, a carpenter, has bot suit against the Macdonald Engineering Co. to recover \$2,000 damages for injuries sustained Feb. 24 by the fall of a scaffold while erecting the new grain eltr. for McDonald & Co. Embry alleges negligence in the construction of the scaffold.

Rockfield, Ind.—The farmers eltr. company has been incorporated as the Rockfield Co-operative Eltr. Co., and expects to build a 20,000-bu. eltr. to cost about \$10,000, ready to handle this summer's wheat crop. The company has bargained with the Wabash Valley Traction Co. for electric power to operate the best up-to-date machinery obtainable.

IOWA.

Tioga, Ia.—I have bot a corn sheller for my plant at this point.—J. A. Beatty.

Marble Rock, Ia.—Bucklen & Taber have bot a Reliance Dump Controller.

Washington, Ia.—Chalmers & Walbridge have purchased a Reliance Dump Controller.

North English, Ia.—L. W. Butler has bot the grain business of Inglis Bros.

Osage, Ia.—C. M. Mast has bot Eltr. A on the Ill. Cent. of J. M. Muffley & Son.

Hanlontown, Ia.—B. A. Anderson is the new mgr. for the Independent Grain & Lbr. Co.

Dumont, Ia.—I am going out of the grain business.—A. M. Allen, agt. Western Eltr. Co.

Centerdale, Ia.—I bot the eltr. and coal business of F. T. Hartley, May 11.—Jos. Schonborn.

Danbury, Ia.—Santee & Tangeman have bot the eltr. of E. W. Oates and have taken possession.

Glenwood, Ia.—E. G. Dennis has bot the eltr. of Walter Shade and will enlarge and improve it.

Colfax, Ia.—We recently installed a new 6-h.p. gasoline engine in our eltr.—S. M. Brown & Son.

Kellogg, Ia.—The Farmers Eltr. Co. incorporated by C. T. Shill, Carl Luez and others; capital, \$25,000.

Alexander, Ia.—George Messelheiser has traded his grain eltr. to J. W. Hazel-

tine for a 160-acre farm, and will take a vacation in California to benefit his health.

Burdette, Ia.—Morris Gladstone has leased the farmers' eltr. here for 5 years, to take possession July 15.

Thor, Ia.—The Farmers Eltr. Co. has engaged E. T. Gunderson to succeed K. J. Hanson as mgr. of its eltr.

Boyer, Ia.—I am not in the grain business at present.—H. B. Hansen, formerly agt. Trans-Mississippi Grain Co.

What Cheer, Ia.—I am putting in a dump and an engine in my grain house on the C. & N. W. R. R.—J. A. Beatty.

Garden City, Ia.—Emil Oestreich, of Hubbard will be the mgr. for the next year at the eltr. of the Farmers Grain Co.

Delta, Ia.—I have repainted the grain house I bot here and have put in a new International Harvester gasoline engine.—J. A. Beatty.

Astor, Ia.—I am going to build a new eltr. about 32x32 and 30 ft. to the plate, and will require plans and specifications.—O. A. Olson.

Nevada, Ia.—Inglis Bros. have rebuilt and improved a portion of their grain eltr. and enlarged its capacity, getting ready for the next crop.

Belmond, Ia.—H. C. Thompson has bot suit against the Farmers Co-operative Eltr. Co. to recover \$300 commission for negotiating the organization and the purchase of the eltr. buildings.

Kelley, Ia.—My 15,000-bu. eltr. is located on the Ft. D., D. M. & S. Electric line. It has 2 dumps and sheller, and is run by 2 gasoline engines, one of 15 and the other of 6-h.p.—J. M. Johnston.

Colo, Ia.—The recently organized farmers co-operative company has made a deal with the Western Grain Co., successor to the Northern Grn. Co., to take over its eltr., coal sheds and business in the near future.

Coin, Ia.—By its purchase of the eltr. of W. W. Boon the Coin Eltr. Co. now owns both eltrs. here. P. A. Drake, who has had charge of the eltr. for the past two years, will move to Alberta, Can., to manage Mr. Boon's 3,000-acre farm.

Cedar Rapids, Ia.—The Interurban Railroad Co. will soon begin the construction of an eltr. at a point on its line about six miles south of town, known as Janko's Road. The company will put in cattle and stock yards and lumber and coal handling facilities. A station will probably be built there.

Cedar Falls, Ia.—After 28 years of continuous service in mills, John Lemmer has resigned his position and, with J. L. Baker of Omaha, and E. C. Giddings, of North Platte, Neb., has incorporated the North Platte Mill & Grain Co. to operate the mill at that place and do a general grain business.

Garrison, Ia.—The eltr. of the Stockdale & Dietz Co. burned May 10, destroying 400 bus. of corn, 400 bus. barley, 800 bus. of oats and about five cars of coal. Loss, at least \$10,000. It is uncertain whether the company will rebuild, as the new grain company recently organized here was considering the purchase of this property, and may now prefer to buy the site and build.

Manson, Ia.—During a high wind fire, believed to have been started by sparks from a passing locomotive, completely destroyed the eltr. of the Western Eltr. Co., May 5, containing 40,000 bus. of oats.

Loss on building and contents, \$25,000; well insured. It is doubtful whether the company will rebuild. A. Hawks, who has had charge of the eltr., is thus having an enforced vacation.

Dougherty, Ia.—After investigation the grand jury decided that James Barch, formerly local agt. for the Independent Grain & Lumber Co., was not guilty of embezzling \$1,000 as charged, and for which he had been held after a preliminary hearing. He resigned in February, after having been in the company's employ 8 years, and was subsequently arrested because of an alleged shortage.

Glidden, Ia.—The fire that destroyed the grain houses of A. Morehouse, during a high wind on the night of May 6, caused a loss to him of \$30,000 about half insured. The two oats houses, 200 ft. long and 20 wide, were nearly filled and the corn crib contained 6,000 bus. of ear corn. The fire started in the wheat bins about 11 p. m., presumably from sparks from a passing engine, and only a fortunate change in the strong wind saved the main eltr. and that of the Glidden Farmers Eltr. Co.

Oskaloosa, Ia.—The eltr. the Blackford Co. is building as an addition to its grain, flour and feed business, will cost \$3,500 and will be a part of the building now used. It will extend 30 ft. above the present roof, and be well equipped with up-to-date machinery for shelling, grinding, loading and unloading, operated by a 15-h.p. electric motor. Work will be started as soon as material can be procured, to get the eltr. ready for operation within 60 days. R. L. Blackford is mgr. and W. P. Blackford is actively associated with the company.

Des Moines, Ia.—The North Iowa Coal Club will hold its annual picnic at Clear Lake, Ia., June 18, and the grain dealers have been invited to attend. The headquarters of the grain dealers will be at the Oakes hotel. The day will be spent on the island. The Western Grain Dealers Ass'n will hold an outing at Lake Okoboji probably during the last 3 or 4 days of June. This will give an opportunity for those who so desire, to go to the lake Saturday, June 26, and continue their stay for several days. The important days will probably be June 28 and 29. The annual business meeting of the Western Grain Dealers Ass'n will be held at Des Moines July 13, as usual, although we do not expect to have much of a program aside from the regular business.—Geo. A. Wells, sec'y Western Grain Dealers Ass'n.

Clear Lake, Ia.—A large number of grain dealers will attend the picnic of the North Iowa Coal Club at this place June 18. The coal men will give the grain dealers a reception at the Oakes hotel Friday morning at 9 o'clock. In addition the grain dealers will probably hold a meeting at the Oakes pavilion at 7:30 to discuss questions of interest to the grain trade. The boat for the picnic ground will leave the town docks at 10 a. m. and stop at the Oakes docks before starting around the lake for the Island. Ladies are especially invited and there will be a dance at the Oakes in the evening. The dance will be under the auspices of the North Iowa Coal Club. Dealers will be expected to wear a Coal Dealers button, for which they will pay \$1 and this will entitle them to the picnic dinner and the general picnic program. Headquarters of the Western Grain Dealers Ass'n will be at the Oakes hotel.

KANSAS.

Ford, Kan.—The Ford Grain & Supply Co. will build an eltr.

Nortonville, Kan.—B. C. Ragan & Son will rebuild their eltr.

Page, Kan.—We have succeeded F. F. Wilson.—Ward & Wilson.

Lewis, Kan.—The Kansas Grain Co. has bot a Reliance Dump Controller.

Belpre, Kan.—Sturgeon & Co. recently purchased a Reliance Dump Controller.

Wichita, Kan.—H. W. Williamson of Harper, expects to build a 100,000 bu. eltr.

Glen Elder, Kan.—Nash & Kull have let contract to F. Kaucher for a 10,000 bu. eltr.

Wichita, Kan.—The Board of Trade is considering the installation of a weight bureau.

Wilmore, Kan.—Millers Grain Co. will build an eltr.—W. E. Clark, Sawyer, Kan.

Victoria, Kan.—The Wheatland Eltr. Co. recently bot a Reliance Dump Controller.

Wichita, Kan.—The Red Star Mill is building a 100,000 bu. cribbed annex to its eltr.

Kingman, Kan.—The Kingman Milling Co. is building three steel tanks of 100,000 bus. capacity.

Hanover, Kan.—F. L. Ferguson has bot H. Wessel's eltrs. here and at Jer-raday and Emmons.

Rushville, Kan.—The Rushville Milling Co. has made an assignment to Wm. Bunten and Fred Allison.

Wichita, Kan.—Henry Bird, formerly of Cleveland, Kan., is now representing Kelly Bros. Grain Co.

Parsons, Kan.—Voglesong & Hamlin have completed their 12,000-bu. steel and concrete eltr.; cost, \$8,000.

Wellsford, Kan.—I have succeeded the firm of Warwick & Tabb, who dissolved partnership Apr. 30.—C. A. Tabb.

Grenola, Kan.—The recently organized company, of which J. R. Demmitt is the head, is preparing to build an eltr.

Pixley sta., Sharon p. o., Kan.—The office building at the eltr. of Dobbs & Murphy burned on the night of May 6.

Morrowville, Kan.—The Farmers Eltr. Co. has let contract to R. M. Van Ness for a 15,000 bu. eltr. on the Burlington.

Winfield, Kan.—The Winfield Alfalfa Milling Co.'s mill is being remodeled and a mixing plant installed by C. A. Tappan.

Wichita, Kan.—Nicholas H. Keith, of Waxahachie, Tex., has succeeded R. H. Conyers as mgr. of the Empire Grain Co.

Wamego, Kan.—The Lord Milling Co., has let the contract for a 20,000 bu. studded eltr. on the U. P. R. R. to F. Kaucher.

Sawyer, Kan.—I am just finishing repairing and enlarging my eltr. I put in a new double receiving separator.—W. E. Clark.

Inman, Kan.—The Enns Milling Co. has let the contract to M. J. Travis for two concrete grain storage tanks 25 by 50 feet.

Robinson, Kan.—H. R. Melendez, who recently sold his grain business and eltr. at Morrill, Kan., to W. E. Robertson, has bot the eltr. of Hinds & Lint at this point.

Wichita, Kan.—M. Nolan, a grain dealer of Salt Fork, Okla., has been looking for a site here on which to build a \$30,000 eltr.

Wichita, Kan.—Alvin Harbour, until recently with the Kansas Milling Co., is now in charge of the local office of John R. Tomlin Grain Co.

Preston, Kan.—The Pratt Mill & Eltr. Co. is building a 25,000-bu house at this place.—A. E. Dickhut, mgr. Turon Eltr. & Merc. Co., Turon, Kan.

Kansas City, Kan.—The receiver of the Christie Grain Co. bucketshop has applied to the court for permission to hire an attorney to collect claims.

Lyons, Kan.—We have purchased and taken possession of the eltrs. of A. C. Plumb at this place and Pollard.—N. Sauer Milling Co., Cherryvale, Kan.

Wakefield, Kan.—The Wakefield Grain & Live Stock Co., composed of farmers in this vicinity, has been incorporated to build an eltr.; capital stock, \$10,000.

Coats, Kan.—A. R. Clark will double the capacity of his eltr. and install a new eltr. leg to increase handling capacity. Wm. W. Lockwood will do the work.

Varner, Kan.—R. F. Montgomery, mgr. for the Deer Creek Eltr. Co., has moved to Medford, Okla., and S. W. Miller, formerly mgr. at Medford is now mgr. at Varner.

Croft, Kan.—W. E. Clark of Sawyer will increase the capacity of his eltr. here and install an Avery Automatic Scale. Wm. W. Lockwood will furnish the plans and equipment.

Wathena, Kan.—C. C. Renick, who is organizing a farmers' company to build an eltr., now has more than \$2,000 subscribed for the required \$3,500, and will go on with the construction of the eltr.

Turon, Kan.—We will put a solid cement foundation under our eltr. and cement bottoms in the bins, besides painting and making some other needed repairs of minor importance.—A. E. Dickhut, mgr. Turon Eltr. & Merc. Co.

Bushton, Kan.—The eltr. of the Bushton Grain & Supply Co., a farmers' company, burned May 10 with about 3,000 bus. of wheat; fully insured. The safe, office furniture and coal bins were saved. The company will rebuild.

Kansas City, Kan.—All the records of the state grain inspection department for several years back are undergoing a searching audit. Some of the books are missing and so is one of the clerks, A. D. Crotts, who kept the books.

Wichita, Kan.—O. W. Hutchinson of Tonkawa, Okla., who recently bot the last membership in the Wichita Board of Trade, has purchased residence property here and will move his family to the city and open a grain office before the moving of the growing crop.

Ludell, Kan.—The eltr. of the Central Granaries Co. and that of C. M. Linn are both closed until the next crop comes in. No more wheat to ship. We only sell corn shipped in from Hastings, Neb. We are waiting for the next crop.—Jacob Miller, mgr. Farmers' Grain, Live Stock & Supply Co.

Wichita, Kan.—Wm. F. McCullough has formed the McCullough Grain Co. with offices in the Board of Trade bldg. and will handle grain on consignment. Mr. McCullough is pres. of the Board of Trade and was until recently in partnership with Mr. Flickinger in the Tri-State Grain Co., now dissolved.

Burrton, Kan.—The two eltrs. owned by C. A. Dundon, that burned on the night of Apr. 22, contained 6,000 bus. of corn, besides some barley, wheat, bran, and alfalfa meal. Mr. Dundon estimates his loss at \$3,000; insurance on both eltrs., including the grain, \$5,000. He expects to build a fireproof eltr. and storage tanks.

Salina, Kan.—The Shellabarger Mill & Eltr. Co. has let the contract to the MacDonald Engineering Co. for the construction of a steel and concrete eltr. of 130,000 bus. capacity. The structure will be 44x82 ft. and 91 ft. high. The large bins will be 15 in number, circular in form and 59 ft. deep. In addition there will be 8 square bins and 12 smaller ones.

Kansas City, Kan.—The supreme court of Kansas has released Amos Martin of this city as not guilty of violating the Kansas law against deducting 100 lbs. from the weight of cars of grain. The court held that as the transaction was made in Kansas City, Missouri, Martin can not be punished in Kansas. Mr. Martin went to the Missouri city and bot a car of wheat on the Board of Trade and the deduction was made then and there in accord with the rules of the Board.

Hollis, Kan.—A cyclone on the afternoon of May 14 nearly wiped this little town out of existence. Our grain eltr. is the only building of any consequence left standing, and it is damaged about \$1,000. The office, including furniture and books, was entirely destroyed. The Midland Eltr., a 25,000-bu. cribbed house, was literally blown to pieces and the debris scattered over the railroad track, obstructing traffic. This eltr. contained about 2,500 bus. of shelled corn, that was considerably damaged by rain following the storm.—C. S. Mort, auditor Duff Grain Co., Nebraska City, Neb.

Frizzell, Kan.—The project to build an eltr. at this point has been rejected by the Pawnee County Grain & Supply Co. of Larned, Kan., but has been taken up by farmers in this neighborhood, who have organized a stock company to build a 20,000-bu. eltr., equipped with cleaner, car loader, and car-loading scales, ready to handle this year's crop. E. E. Frizzell is president; A. H. Luper, sec'y. Application has been made for a charter, placing the stock at \$10,000. Only \$6,250 will be sold, and this is already oversubscribed. Meantime the company has bot the Gabel grain house and will use it for a corn eltr. after its new building is finished.

KENTUCKY.

Winchester, Ky.—The Mansfield Milling Co. is adding a warehouse to its plant to be ready for the new crop of wheat.

LOUISIANA.

Lake Charles, La.—The Louisiana & Texas Rice Millers' Ass'n held its annual meeting at this city May 4. The following officers were elected for the ensuing year: J. E. Broussard, Beaumont, pres.; George Hathaway, Jennings, first vice pres.; Henry Kahn, New Orleans, second vice pres.; L. Simon, Crowley, sec'y; A. B. Allison, Crowley, treas.

MARYLAND.

Baltimore, Md.—The Chamber of Commerce recently adopted resolutions recommending that Congress abolish the duty on wheat on account of the high prices prevailing.

Baltimore, Md.—The Baltimore Grain Clearing House Co. has bot the Enterprise Wire Works, building and lot.

Baltimore, Md.—The directors of the Chamber of Commerce recently admitted to membership Clinton O. Richardson, W. Leroy Snyder and Geo. W. Ward.

Baltimore, Md.—A ball game between the inspection department and the weighing department of the Chamber of Commerce is being arranged by James H. Warren, chief weigher, and Samuel D. Thomas, chief grain inspector. The game will be at Fort McHenry late this month, and Chas. England, pres. of the Chamber has donated a silver cup to become the property of the team that wins three consecutive years.

Baltimore, Md.—Wm. M. Knight, associated with the grain firm of Frame, Knight & Co., of which his father, Wm. H. Knight, is a member, as is also Mayor Mahool, died of heart failure, May 15, after a brief illness. Mr. Knight was born in Cecil County, but has spent most of his life in Baltimore. He was a member of one of the best known families of the Eastern Shore. He is survived by both his parents, one brother, James M. Knight, clerk of the superior court, and 4 sisters.

MICHIGAN.

Howell, Mich.—Crumb & Taylor have dissolved partnership.—W. A. Crumb.

Clare, Mich.—We have succeeded the Burche-Wyman Grain Co.—Clare Eltr. Co.

Sherwood, Mich.—A. K. Tucker, of Concord, has leased the Mich. Cent. Eltr. and will install a grain cleaner.

Wakelee, Mich.—I have been out of the grain-business since my eltr. burned; but I may rebuild.—F. H. Sisson.

Eaton Rapids, Mich.—The Island City Roller Mills have been leased to M. Sherk, of Irving, who has taken possession and will improve the property.

Kingston, Mich.—Frank Striffler has resigned as mgr. of the Kingston Grain Co., to take a position with a lumber company at Crosswell. W. E. Spelling, a former mgr., has taken charge of the eltr.

Alpena, Mich.—Northern Michigan grain shippers are interested in the Alpena Shippers' Ass'n, which has been formed recently. It is claimed the various railroads are discriminating in freight rates.

Lansing, Mich.—Michigan farmers are responding nobly to Dean R. S. Shaw's call for seed to supply Northern Michigan farmers, who were stricken by the forest fires of last fall. Farmers in the devastated regions lost everything.

Melvin, Mich.—We have sold our eltrs. thru the Henry W. Carr Co. to Thomas Wilson of Marlette, who will take possession July 1. The Eureka Milling & Eltr. Co. of Brown City has bot a site here on which to build a large hay warehouse.—Melvin Eltr. Co.

Eau Claire, Mich.—The practically new, 41-h. p. gasoline engine at the grain eltr. went to pieces recently. Fortunately no one was in the engine room at the time. The displacement of a bolt that coupled the connecting rod to the main shaft caused the accident. Damage, \$300.

Dryden, Mich.—M. J. Heenan, who bot the eltr. of Wm. McCallum, took possession Apr. 16. George Cardwell, who has been there about a year, will remain as assistant mgr. Mr. McCallum has been buying wool but has decided to re-

enter the grain trade, and has broken ground for a new eltr. on the other side of the street, almost opposite his former place of business.

Owosso, Mich.—C. H. Barrett has bot a second suit against H. N. Ainsworth, from whom he purchased the grain business, with the understanding that the latter would not engage in the business. The supreme court recently decided the first suit in Barrett's favor and now he brings suit for the damages during the time that Ainsworth was associated with his son in business before the settlement of the suit.

Fowlerville, Mich.—Roundsville's eltr. was partly destroyed by a cyclone, recently. The building once stood beside the Pere Marquette railroad tracks but when the wind struck it, it was lifted from the foundations and deposited on the right-of-way. Frank Roundsville, proprietor, and Emory Dzeess, an employee, were in the building at the time. Roundsville escaped practically uninjured while Dzeess was caught in falling timbers and badly hurt.

Detroit, Mich.—Cash oats are firm and steady while September oats are $\frac{1}{4}$ c higher. There is a little doing in the market for either spot or futures. Cash beans are in demand and are higher. Advances in prices have brought out no sellers while October beans are unchanged. Rye is dull and steady and there has been little doing in the market for several days. The corn market is unchanged and trading is light. Hay is strong and higher. Both clover seed and timothy are unchanged, both being dull and steady. Cash wheat is as scarce as ever. Wheat stocks 249,033 bu.

MINNESOTA.

Kragens, Minn.—The eltr. of the Imperial Eltr. Co. has been closed.

Hatfield, Minn.—Louis Olson has resigned as grain buyer for J. W. Scheier.

Holloway, Minn.—A. F. Nieno has resigned as local mgr. for E. S. Mooers & Co.

Clements, Minn.—Joseph H. Penkirt has resigned as agt. for Schmidt & Anderson.

Kasota, Minn.—George Farrell has been appointed mgr. of the eltr. of the Kasota Eltr. Co.

Morristown, Minn.—The Big Diamond Milling Co. will increase the capacity of its eltr.

Elbow Lake, Minn.—Ed. Erickson has succeeded Ben Dyball as mgr. of the eltr. of the Osborne-McMillan Co.

Thief River Falls, Minn.—The Farmers Mill & Grain Co. of Hallock will discontinue business at this place.

Stanton, Minn.—We expect to build a new office and additional coal sheds.—A. W. Swinton, mgr. Farmers Eltr. Co.

Luverne, Minn.—I. W. Brown will take charge of the eltr. of the Farmers Grain & Coal Co., in place of S. L. Chapin, resigned.

Murdock, Minn.—Lenard Bergstrum is president of the recently organized farmers' company, that intends to buy or build an eltr.

Hancock, Minn.—O. J. Hill has resigned as agt. for the Northwestern Eltr. Co., and will move his family to De Smet, S. D., in June.

Cottonwood, Minn.—A. E. Anderson, who has bot grain for the Minnesota & Western Grain Co. for several years, has

purchased the eltr. of the Northwestern Eltr. Co.

Winona, Minn.—The Bay State Milling Co., has bot of the Atlas Eltr. Co. its Terminal Eltr. A; capacity, 250,000 bus.

Glenwood, Minn.—The Farmers' Eltr. Co. will make several improvements in its house this summer. P. D. Gilbertson, pres.; W. J. Hammond, sec'y.

Fergus Falls, Minn.—The Farmers Eltr. Co. is planning to get its new eltr. finished ready for the coming season.—Jos. P. Spilman, agt. Amenla Eltr. Co., French, Minn.

Rochester, Minn.—Allis, Gooding & Hebard, proprietors of the Oronoco flour mill are putting up a frame warehouse and eltr., 32x70 ft., to have a capacity of 30,000 bus. of wheat besides the flour storage.

St. Louis Park, Minn.—The Exchange Grain Co. lost several tons of hay on the night of May 12. Sparks from a locomotive set fire to a shed near the company's eltr., that spread to the hay in the storehouse.

Duluth, Minn.—Wallace Muller & Co. have bot suit against the Northern Cereal Co. to recover \$1,028, alleging that certain ground flaxseed screenings did not come up to the guaranteed percentage of fat when analyzed.

Echo, Minn.—The old eltr. of the Columbia Eltr. Co. has been taken down to be shipped to some point in South Dakota. The building had stood vacant several years and was going to wreck. This leaves but one vacant eltr. here.

Wirock, Min.—The Wirock Farmers Co-operative Eltr. Ass'n, incorporated to buy and sell grain, seeds, live stock and other farm products; capital stock, \$25,000 in \$25 shares, holders limited to 8. G. G. Baumgartner, pres.; Harry McDonald, sec'y.

St. Paul, Minn.—Sageng's bill, S. F. 447, passed by the legislature, makes the term of members of the state boards of grain appeal 3 years and provides that one new member shall be appointed each year at Duluth and Minneapolis. Thus two old members will always hold over.

MINNEAPOLIS LETTER.

The Cargill Eltr. Co. has taken out a building permit for a 3-story brick warehouse to cost \$20,500.

The new annex of the Chamber of Commerce bldg. has reached the 8th story and work is being rushed.

The McGuire-Atwood Co. has invested \$50,000 in a plant for the manufacture of tow from flax straw, which will soon be placed in operation.

A meeting of farmers eltr. promoters will soon be held at this city to decide on the provision of terminal eltr. facilities. The meeting will be called by C. E. Jackson of Grand Forks, N. D.

Alexander Stewart, manager of the Monarch Eltr. Co., who has been critically ill at his home in this city, has so far recovered that he is able to sit up a little every day.

Geo. H. Daggett, for 20 years in the grain brokerage business, on May 11 transferred his Minneapolis trades to Hallett & Co. and his Chicago trades to the J. Rosenbaum Grain Co. Mr. Daggett had just suffered a paralytic stroke, the second in 6 months. His assets consist only of memberships in the grain exchanges valued at \$10,000, while his liabilities are \$106,000. His Minneapolis residence valued at \$150,000 is in his wife's name.

The Electric Malting Co. has won another victory in its agitation to secure application of the barley rates on malt. The rates on malt from Minneapolis to New Orleans will be reduced to twenty-one and one-half cents, the same as on barley, a reduction of eleven and one-half cents per 100 lbs.

The dinner to members of the Chamber of Commerce as guests of the Publicity Club, May 12, was very instructive to the many members of the club. In an address by J. L. McCaull the great value of exchanges was forcefully demonstrated. H. V. Jones spoke on estimating wheat yields, and J. C. McHugh described the work of the sec'y of the Chamber of Commerce.

A new grain door for cars was tested here May 19 when C., M. & St. P. car No. 59,426 was unloaded at the Washburn-Crosby Eltr. in the presence of F. W. Eva, chief grain inspector; P. P. Quist, chief weighmaster, and many grain men. The door is the invention of Chas. C. Neale and John P. Nash, who have long been identified with the grain inspection department. Mr. Eva, after the test, said it was the best door he had ever seen. It is iron bound and cannot be nailed, will not leak and is easily opened.

Grain in mill eltrs. will not be specially taxed under the new law. Geo. E. Peterson, asst. atty.-gen. has given the state tax commission an opinion that the local and terminal eltrs. will both have to pay the tax, even if the result is that some grain is taxed two or more times. He holds that mill receiving eltrs. will not have to pay any tax, unless the grain has not already gone through some eltr., in which case it is taxed at the mill on an ad valorem basis. The products from the mills must be taxed on the ad valorem basis as usual. The state tax commission has issued the following explanatory letter: That the law and tax apply to all grain handled in local eltrs. It also applies to all grain handled by terminal eltrs. The fact that grain is taxed in one eltr. does not relieve it from taxation in any other eltr. where it is subsequently handled. When an eltr. is in proximity to and is used for storage purposes in connection with the operation of a mill or malting house, where grain is manufactured into flour, malt, oil, etc., the grain is not subject to the tax. Grain received at eltrs., at mills or malting houses and again shipped out without being milled, is subject to the tax. Where a mill or malt house is engaged in operating eltrs. not in proximity to the mill but at other points in the state, the fact that the main purpose of the eltr. is to secure grain for milling does not exempt it from the tax. The tax must be paid on all grain handled between March 1, 1908, and March 1, 1909, even tho it may have been taxed as personal property on hand May 1, 1908. Grain manufactured into flour, malt, etc., if on hand May 1, 1909, is subject to assessment as other personal property and is not affected by the new law. All grain on hand May 1, whether in eltrs. or wherever it is, which is not subject to the bushel tax, is to be assessed and taxed.

MISSOURI.

Clinton, Mo.—W. H. Hurley is building a 25,000-bu. eltr.

Brunswick, Mo.—McNabb Bros. & Ireland of Salisbury, Mo., are building a grain eltr. here.

Adrian, Mo.—Geo. B. Wyatt, manager for the Farmers Eltr. Co. here, was mar-

ried in Kansas City, Mo., Apr. 21, to Miss Lulu Steele.

Wyaconda, Mo.—W. H. Perrine & Co. will overhaul and repair their eltr. at this place.—S. M. Wells.

Sweet Springs, Mo.—The Rea & Patterson Milling Co., of Coffeyville, Kan., has bot the eltr. of the J. M. Bellamy estate for \$8,000.

Kansas City, Mo.—Tracy L. Cockle, of the Thresher & Fuller Grain Co., has bot the Board of Trade membership of J. M. Rutherford.

Alma, Mo.—H. H. Horstman is remodeling his eltr., and will run it in connection with a 200-bbl. mill for which he is making excavations.

Kansas City, Mo.—The Park Eltr. owned by the Nelson Grain Co. burned on the morning of May 24. Insurance on building, \$17,500; on grain, \$15,000.

Jefferson City, Mo.—The Anthony bill giving the control of weighing grain in the central markets of the state was killed in the House by a vote of 70 to 52 and the legislature has adjourned.

Jefferson City, Mo.—The house has passed Miller's bill requiring freight rates to be endorsed on Bs/L; and Speer's bill forbidding railroads to charge more for a short than for a long haul.

Kansas City, Mo.—The boat line project has been given strength by the recent decision of the Interstate Commerce Commission denying this city more favorable rates on grain to the southeast in competition with Omaha.

Grand Pass, Mo.—Platner & Fenner have let the contract to M. J. Travis for a 20,000-bu. cribbed eltr. on the M. P. R. R. The equipment will include a U. S. Sheller, an Ohio Cleaner, Richardson Automatic Shipping Scale, Wagon Scale, a 15-h. p. gasoline engine, and a dump and conveyor for loading snap corn into cars.

Jefferson City, Mo.—Hull's bill, H. B. 586, prohibiting the deduction of any amount from the actual weight of grain weighed under any custom or rule of a board of trade has been passed by the house and the senate. The bill provides that "Every sale of grain, seed, hay or coal, shall be deemed to be made on the basis of the actual weight thereof, unless a different basis is established by the express agreement of the parties to the transaction. Any purchaser of grain, seeds, hay or coal who, without express agreement with the seller thereof, shall knowingly deduct any quantity or amount from the actual weight or measure of the article purchased, and without payment therefor under claim of right to do so by reason of any custom, rule of a board of trade or any other pretence whatsoever, shall be deemed guilty of a misdemeanor, and subject to a fine of not less than \$25 nor more than \$100 for each and every offense. No agent or broker selling grain, seed, hay or coal for the owner thereof shall be presumed to have authority to sell any grain, seed, hay or coal on a basis other than that of the actual weight or quantity thereof, but express authority to allow any deduction must be proved."

ST. LOUIS LETTER.

Sam Carlisle has moved to Omaha and henceforth Wilbur Christian will succeed him as mgr. of S. S. Carlisle & Co.

The Big Four will cancel its charges for reconsignment for delivery in East St. Louis and St. Louis, effective June 4.

The American Stock & Grain Co. having offices in the Gay Central bldg., and operating private wires to Burlington, Ia., and many points in Illinois, made an assignment May 10. The concern was not a member of the Merchants Exchange.

Michael McEnnis, the oldest member of the Merchants Exchange and who was its pres. in 1881, was visited recently by a delegation of members at his suburban home and presented by Pres. Scharff with a handsome gold-handled umbrella. Former Lieutenant Governor Stanard made a congratulatory address.

Members of out of town exchanges will be given a reception at the Merchants' Exchange on the morning of June 5 before the afternoon excursion on the steamer Alton. This meeting of grain men of the Mississippi valley is in charge of a committee composed of Pres. E. E. Scharff, Sec'y Geo. H. Morgan, C. F. Sparks, E. L. Waggoner, M. W. Cochran, Henry Greve and E. M. Flesh.

John Dower, supervisor of the department of weights at the Merchants Exchange, reports that during the month of April the following bad-order cars were found at the different eltrs., track scales and hold tracks: leaking grain door, 263; leaking over grain door, 24; leaking boxes, 719; leaking end windows, 64; cars not sealed, 354; end windows not sealed, 185; end windows open, 28 cars.

The St. Louis Merchants Exchange has extended an invitation to the Chicago Board of Trade, Omaha Grain Exchange, Kansas City Board of Trade, Peoria Board of Trade, St. Joseph Board of Trade, Minneapolis Chamber of Commerce and Lincoln Commercial Club to visit St. Louis June 5 to establish closer business relations and to participate in the afternoon in an excursion on the good steamer Alton.

MONTANA.

Missoula, Mont.—This company will probably build a 100,000-bu. steel eltr.—Missoula Mercantile Co.

Kalispell, Mont.—The Royal Milling Co. will erect 6 circular cement wheat storage tanks 82 ft. high, increasing its capacity to 200,000 bus. at a cost of \$40,000.

Billings, Mont.—The Billings Milling Co. will build a 4-story brick or reinforced concrete flour mill, a 75,000-bu. eltr., office building, engine and boiler house, and a chain of six eltrs. at a total cost of about \$100,000.

Bozeman, Mont.—The warehouses of the Benepé-Burgland Grain Co. and of Forestell and Heilman burned in the morning of Apr. 27. The Benepé-Burgland Co. lost \$4,000 including the building and about 200 tons of hay stored therein, with only nominal insurance. The other building contained 300 tons of hay belonging to Gary Bros., valued at \$4,500; no insurance. So positive are Gary Bros. and the Benepé-Burgland Grain Co. of the fire's incendiary origin that they have offered a reward of \$500 for the arrest and conviction of the person or persons that caused it.

NEBRASKA.

Emerson, Neb.—Bring & Son have installed a Hall Signaling Grain Distributor.

Springfield, Neb.—Dan Bourke is installing an Avery Automatic Scale in his eltr.

Julian, Neb.—The eltr. of the Bartling Grain Co. has been closed.—Sage & Corryell.

Ulysses, Neb.—The Ulysses Grain Co. has purchased a Hall Signaling Grain Distributor.

Curtis, Neb.—The Curtis Mills are installing a new Avery Automatic Scale in their plant.

Pawnee City, Neb.—O. H. Schenck has purchased a 1,000-bu.-per-hour Avery Automatic Scale.

Nebraska City, Neb.—The Paul Schminke Co. has bot an Avery Automatic Scale for its eltr.

Belvidere, Neb.—I have succeeded H. W. Town as mgr.—A. Sien, mgr. Belvidere Grain & Coal Co.

Rising City, Neb.—The Updike Grain Co. has had a Sonander Automatic Scale installed by M. L. Ames.

Bloomfield, Neb.—The Farmers Grain & L. S. Co. is installing a new 1,000-bu. Avery Automatic Scale in its eltr.

Lyons, Neb.—The Nebraska Improvement Co. has bot an Avery Automatic Scale of 1,000-bu.-per-hour capacity.

Carlisle, Neb.—W. I. Palmer is agt. for Nye-Schneider-Fowler Co. in my place.—M. W. Spence, agt. N-S-F., Creston.

Beatrice, Neb.—Owing to the high price of corn the plant of the Nebraska Corn Products Co. has been closed temporarily.

Omaha, Neb.—E. P. Peck has been appointed chairman of the grain committee of the Commercial Club in place of E. J. McVann, who resigned.

Wood River, Neb.—The new storage eltr. the Conrad Grain & Eltr. Co. is having G. H. Birchard build will about double its present capacity.

Humphrey, Neb.—Fred Van Ackeren has resigned and will be succeeded by Louis Maier on June 1 as agt. for Growell Lumber & Grain Co.

Dannebrog, Neb.—E. G. Taylor has bot the mill and eltr. of A. Carlson. C. F. Peterson, formerly manager of the mill at Loup City, will have charge.

Sweetwater, Neb.—The Ravenna Mills are arranging to build a new 20,000-bu. eltr. here. A site has been selected and construction will soon begin.

Mt. Claire, Neb.—We are putting in automatic Sonander Scales, Hall Distributor and making repairs to house.—Giles Knopf, agt. Updike Grain Co.

Omaha, Neb.—The Lincoln Grain Co. has bot the small flour mill at 43rd and Hamilton Sts., for \$10,000; and will enlarge the plant and operate it.

Creston, Neb.—I have moved here from Carlisle, where I was agt. for the Nye Schneider Fowler Co., and still work for the same company.—M. W. Spence.

Greeley, Neb.—The T. B. Hord Grain Co. has just bot the eltr. of E. D. Gould and is making repairs there and at Grand Island.—J. H. Swallow, mgr. T. B. Hord Grain Co., Wahoo, Neb.

Grand Island, Neb.—The eltrs. of the T. B. Hord Grain Co. are being taken down to be rebuilt on up-to-date lines. They will be about 10 ft. higher and more conveniently arranged thruout.

Ellis, Neb.—O. T. Ellis of Holyrood, Kan., has succeeded A. J. Zimmerman, resigned, as mgr. of the Ellis Farmers Grain & L. S. Co. Mr. Zimmerman has had charge of that eltr. since the organization of the company.

North Platte, Neb.—The North Platte Mill & Grain Co. has been formed by John Lemmer of Cedar Falls, Ia., J. L. Baker of Omaha and E. C. Iddings to operate the mill here of the C. F. Iddings Co. and do a general grain business.

Omaha, Neb.—Anticipating the development of their business will require the enlargement of their eltr., Merriam & Holmquist have bot lots for \$8,500, having a frontage of 264 ft. and a depth of 70, convenient to trackage and adjoining their Eltr. A.

Helvey, Neb.—The Ewart Grain Co. will shortly install a new Avery Automatic Scale. The company has just finished installing a double burr feed grinder and will grind for the trade as well as doing a grain, hay and feed business.—Earle L. Cobel, agt.

Omaha, Neb.—The Union Grain & Eltr. Co., which has been organized and has taken over the Council Bluffs eltr. of the Nebraska Grain & Hay Co., as stated in this column Apr. 25, will overhaul and improve the eltr. and add a clipper and a cleaner. S. S. Carlisle of St. Louis is pres. and mgr. and will reside here.

Hadar, Neb.—Supt. Reynolds of the Northwestern R. R. Co. has informed Pres. Lierman and Albert Mueller, sec'y of the Farmers Grain & Live Stock Ass'n. that he will lease their ass'n. a site for an eltr. and will extend the track at this point. Incorporation papers have been forwarded to Lincoln and the contract for the new eltr. will be let soon.

Lincoln, Neb.—The Gooch Milling Co. has begun work on a new 100,000-bu. eltr. consisting of a series of reinforced concrete tanks, each to have a capacity of 12,000 bus. and 4,000 bus. in the work house. The company will also increase the capacity of its mill from 250 to 600 bbls. daily. It will let the enlargement contract soon and do its own construction.

Omaha, Neb.—The Omaha Grain Exchange has just adopted a rule compelling the bona fide sale and actual transfer of every carload of consigned grain coming to this market. Hereafter there can be no pretenses of sale by the consignee buying in for his own account the shipments made to him to be sold. The new rule provides a fine of \$50 for the first offense, and became effective May 18. Another amendment provides a similar penalty for making rebates in prices.

Omaha, Neb.—Milling in transit rates have been granted this city and Maywood by the state railroad commission permitting shipment of grain from Cedar Bluffs and points east on the Northwestern to Omaha and reshipment of the flour to points west of Scribner and west on the same line at 4 cents per 100 lbs. above the regular rate into Omaha. On the Burlington grain may be hauled from Wellfleet to Maywood and the flour to Farnham and points east without extra charge.


Omaha, Neb.—The burned plant of the M. C. Peters Mill Co. will be rebuilt at once. The 8 of the 11 buildings burned included the alfalfa mill, power house, manufacturing department and warehouses. A hundred tons of alfalfa was consumed. The principal product of the plant was alfalfa meal and orders were on hand for over 100 cars which Mr. Peters is unable to fill. Jobbers have offered assistance in caring for his trade, and the eltr. operators especially have offered to handle any part of the business they could.

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The tables show the following reductions:
Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs.; Timothy Seed at 45 lbs.

These tables are bound in tough paper and form a thin book, 2 1/2 in. wide by 8 1/2 in. long. Price 50 Cents. Address

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Cook, Neb.—A. A. Robertson, miller, has been given judgment against the Missouri Pacific railroad company for \$140 for grain door lumber used in the cars shipped by him. The company had no doors at Cook, and Mr. Robertson procured the lumber with the approval of the station agent. The defense by the railroad attorney was that reimbursement for grain door lumber would be construed by the Interstate Commerce Commission as a rebate. Of course the hired attorney did not see fit to add that other roads had made the payment for doors legal by filing a tariff granting such payment to all shippers. The railroad is expected to take an appeal from this judgment by the county court of Johnson county.

NEW ENGLAND.

Amherst, Mass.—The grain warehouse, occupied by James E. Merrick & Co. and owned by Herbert Hawley, burned May 11; loss on building and contents, \$1,800, fully insured.

Kittery, Me.—The Atlantic Grain & Feed Co. incorporated; \$150,000 capital stock; incorporators, S. J. Morrison, Portsmouth, N. H.; Horace Mitchell, M. G. Mitchell, Benj. Banker and Albert Peavey of Kittery.

Boston, Mass.—The Boston & Albany Railroad Co. has let the contract to the Witherspoon-Englar Co. for the erection of a 1,000,000-bu. eltr. at East Boston to be of steel construction, with a drier building in connection. The eltr. will be 73x269 ft. and 187 ft. high. Grain will be delivered to vessels by two belt conveyors and the power will be electric.

NEW JERSEY.

Englewood, N. J.—The grain warehouse of Thomas Tipping burned Apr. 24; loss, \$5,000.

Newark, N. J.—Wilkinson, Gaddis & Co. are considering replacing one of the large grain houses they had burned in April with a larger and a better building.

NEW YORK.

Verona, N. Y.—White & Patrick are building a storehouse and feed mill.

Gloversville, N. Y.—Chas. H. Fischer has bot a site on which to build a feed mill, an eltr. and a storehouse. He will build an up-to-date structure 50x100 ft., fully equipped.

New York, N. Y.—F. H. Peavey & Co. of Minneapolis will open a branch office in this city to care for their grain export business. Henry W. Rubins of Minneapolis will have charge.

Syracuse, N. Y.—Andrew R. Watson of the firm of Hill & Watson, grain dealers of Amsterdam, N. Y., has acquired a third interest in the Syracuse Milling Co. that is building a large mill in this city.

New York, N. Y.—Thos. A. Ennis and Chas. F. Stoppani of the defunct brokerage firm of Ennis & Stoppani, have been indicted by the grand jury on the charge of larceny of money given to agents of the firm for the purchase of stocks.

New York, N. Y.—A memorial to Congress asking reduction of the duty on wheat, corn and oats has been forwarded to the senate finance committee by the board of managers of the Produce Exchange. The Exchange has resolved that "Having in view to the necessities of the people and the desire to restrain illegitimate speculation, your petitioners

ask your honorable houses to consider a reduction in the duties rather than an increase, and suggest that 15 cents a bushel on wheat, 12 cents a bushel on corn and 10 cents a bushel on oats would amply protect producers and be a sufficient restraint on manipulation."

New York, N. Y.—The Produce Exchange has adopted amendments to the rules providing that no member shall make contracts for future delivery for the employe of any other member; that no member shall be both principal and agent in any transaction; that no member shall be in the position of both buyer and seller, and that no member shall publish any misleading advertisement.

BUFFALO LETTER.

Walter J. Shepard, sec'y of the Chamber of Commerce, has resigned to become a city assessor. His successor has not yet been appointed.

George H. Gisel & Co. incorporated to deal in grain and feedstuffs; capital, \$15,000; incorporators, George H. Gisel, Wm. J. Gisel and G. E. Middleton.

Canadian interests are going to build a \$500,000 flour mill on the site of the Eastern Eltr. it is said. A lease has been taken and work is to be begun within six months.

William A. Heacock, pres., and John Peters, treas., of the National Eltr. Co. have returned from an extended Canadian trip, where they have been looking over sites for eltrs. that the company is planning to build.

Very little is doing in barley. Maltsters are not in the market, but the price of good malting grain keeps fairly steady because of the limited supply. The amount here is 200,950 bus., most of which is on consignment to eastern parties.

Corn is more active than anything else, but rail shipments are down to the minimum and receipts by lake are small in amount, a large part of that being billed through to New York by canal. The amount of corn in eltr. here on May 17 was 146,816 bus.

The court of appeals has sustained the judgment granted the Buffalo Grain Co. against the Western Elevating Ass'n for \$50,000 damages arising when the old Ontario Eltr. toppled into the slip and ruined the grain stored in the eltr. by the grain company.

Grain dealers have mostly come to believe that there will not be very much change in conditions until after the new crop is in and prices have been readjusted. Speculative buying is light and buying otherwise is to cover immediate needs. Supplies here are mostly light and prices are firm.

Repairs on the plant of the Husted Milling Co., which was recently destroyed by fire, are being rushed, but it is stated that it will be the first of July at least before the company will be able to resume business and customers have been so notified. The fire was a bad blow to the Husted people, for it came just at the busiest season of the year. This concern is fast becoming one of the leading factors in the local grain trade and during the past year have expended nearly \$100,000 in improving the plant which was destroyed by fire.—J. C.

NORTH DAKOTA.

La Moure, N. D.—The state railroad commission has called a special hearing at this place June 15 to take evidence of the alleged discrimination against grain

shipping points in the southeastern part of the state in rates to terminal markets.

Zenith, N. D.—LaHart Bros. have let the contract for an eltr., construction to begin at once.

Harvey, N. D.—The new 25,000-bu. cribbed eltr. of Fischer & Guitschmidt is almost completed.

Rolla, N. D.—Farmers are organizing an eltr. company here.—Jules Beaudoin, agt. National Eltr. Co.

Cando, N. D.—Harry Asplin of Bottineau has succeeded R. A. Wynn as local agt. for the Imperial Eltr. Co.

Knox, N. D.—The Imperial Eltr. Co. has closed its house here and will transfer Agent Oien to Pleasant Lake.

Mott, N. D.—John Mehrer intends to build an eltr. on up-to-date lines as soon as the location of the railroad switches and side tracks can be determined.

Columbus, N. D.—Columbus Farmers Eltr. and Mercantile Co. incorporated; capital stock, \$50,000; incorporators, Evan Stompro, Albert Ziegenhagen, Chas. Eays and others.

Portland Jct., Mayville p. o., N. D.—The eltr. of the Hatton Farmers Eltr. Co. at this point will have a sign, and the dwelling house will be repaired.—G. R. Christianson, agt.

Duane, sta., Ellendale p. o., N. D.—The directors of the Duane Eltr. Co. let the contract to L. O. Hickok & Son of Minneapolis for a new eltr. 28x35 ground and 42 ft. to eaves, covered with galvanized iron; cost, \$4,850. The equipment will include a cleaner, automatic scales and a man-lift.

Hatton, N. D.—The building of the Hatton Farmers Eltr. Co., will be repainted and the office fixed up in fine shape; so Buyer A. A. Lee is out on the driveway for a few days, and at the same time is after the appointment as one of the representatives to the Minnesota Grain Inspection from North Dakota.—G. R. Christianson, agt. H. F. Eltr. Co.

Dresden, N. D.—A fire that broke out near midnight, May 12, destroyed the eltr. of the Cargill Eltr. Co. and 3 box cars belonging to the Great Northern, that had just been loaded with wheat. Loss, \$12,000, well insured. The fire is believed to have originated in a hot box in the shafting. Two cars and part of the third had been loaded with wheat, and the work was unfinished when those in charge left the eltr, noticing nothing wrong.

OHIO.

Toledo, O.—Harry Cuddeback has been expelled from membership in the Produce Exchange.

East Liberty, O.—We have sold our eltr. to the Rhinehart Grain Co. of Unio-polis, O.—East Liberty Eltr. Co.

Mantua, O.—The Mantua Grain & Supply Co. incorporated by O. L. Barnes, M. T. Cowles and others; capital, \$25,000.

Laurelville, O.—Laurelville Grain & Mill Co. incorporated by Lewis R. Lesh-er, Elijah DeLong and others; capital, \$8,000.

Hicksville, O.—The Reed-Bear Grain Co. has recently built an addition to its office building.—Earl C. Bear, Tri-State Eltr. Co.

Quincy, O.—The recently incorporated Quincy Grain Co. has succeeded J. E. Wells & Co. in the grain business.—W. A. Nisonger, mgr. Q. Grn. Co.

Cincinnati, O.—The railroads have suspended the rule of Dec. 30 refusing to permit the inspection of grain and hay before the surrender of B/L.

Bellevue, O.—The Bellevue Farmers Grain Co. has bot a site and will soon begin building a co-operative eltr., to be completed in time to handle this year's crop.

Cincinnati, O.—Employees of the Early & Daniel Co. will cease to act as official weighers of the Chamber of Commerce, H. Lee Early of the firm objecting to this surreptitious method of weighing.

Columbus, O.—The Ohio Millers Ass'n at its recent convention adopted resolutions condemning the McCumber federal grain inspection bill and indorsing the uniform grading rules adopted by the Grain Dealers National Ass'n.

Wooster, O.—The Ohio Agri. Exp. Sta. has issued a circular cautioning wheat growers to look out for the wheat joint worm during the warm weather of late May and early June and to burn all old stubble found infested.

Jamestown, O.—The owners of the two local eltrs., Ralph P. George and Ervin Bros., have merged their interests and will operate under the firm name of the George & Ervin Bros. Co., capital stock, \$25,000 to \$30,000; not yet incorporated.

Bluffton, O.—Geo. Schmidt, a farmer, has been fined \$25 and given 30 days in the Toledo workhouse for boring a hole in the bottom of a car and sacking the wheat which ran out. After stealing several sacks of the grain he inserted a plug in the hole.

Urbana, O.—The many friends of W. A. Nutt will regret to learn that he is still quite ill. For the last nine months he has been unable to leave his room. It is hoped Mr. Nutt will soon recover his health and strength. He has the sympathy of those in the trade who know him.

Oakwood, O.—Weakened by severe weather and some high windstorms, a cement water tank of 250 bbls. capacity at the eltr. of the J. W. Whitney Co., collapsed recently and inundated the engine room with a deluge of water from a height of 30 ft. Frank Harmon, a teamster, narrowly escaped death from the falling mass.

Montpelier, O.—D. A. Lantz has leased the property of the Montpelier Eltr. Co. and will continue the business in his own name. Mr. Lantz's eltr. burned in February and since then he has only been in the coal business. F. H. Stewart, who has been mgr. for the Montpelier Eltr. Co. for a number of years will no longer be connected with the business. He has not yet decided in what other he will engage.

Bellefontaine, O.—The Bellefontaine Feed & Fuel Co. incorporated by J. W. Hufnagle, C. H. Tingley and others; capital, \$10,000; C. H. Tingley, sec'y and general mgr. The company is now ready for operation and intends to do a wholesale business, buying and shipping grain of all kinds, hay, straw and the best grades of coal. It has begun building a storage house and office and will erect other buildings.

St. Paris, O.—I have purchased the eltr. and grain business of F. D. Brubaker on the Pan Handle and D. T. & I. R. R., and will take possession about June 15 under the firm name of Myers & Bentzel, myself to take charge of the business

part. This plant has been in the hands of the Brubakers since 1869. It is a house of 20,000 bus. capacity, with cribbed bins and steam power and fully up to date, many improvements having been put in in the last few years.—John H. Myers.

Columbus, O.—E. W. Seeds of the Seeds Grain & Hay Co., Columbus, was elected pres. of the Ohio Shippers Ass'n at the 6th annual meeting at this city May 21, succeeding W. S. Thomas of Springfield. Mr. Seeds has been chairman of the executive committee for several years. W. B. Moore, sec'y of the Dayton Chamber of Commerce, succeeds Mr. Seeds as chairman of the executive committee. The Ass'n will be represented at Washington June 4-5 at the demurrage rules hearing by E. W. Seeds, W. B. Moore and E. E. Williamson.

OKLAHOMA.

Sageeyah, Okla.—J. D. Sellers is a scooper.

Binger, Okla.—F. C. Opiz will build an eltr. next month.

Geary, Okla.—W. W. Morrison has succeeded E. J. Webb.

Duncan, Okla.—The Duncan Mill and Eltr. Co. is building an eltr.

Pocassett, Okla.—F. E. Moore of Chickasha will build an eltr. here.

Hastings, Okla.—C. C. Epps has joined the Texas Grain Dealers Ass'n.

Helena, Okla.—Wirt & Lyons are repairing their eltr.—S. H. Colwick.

Broken Arrow, Okla.—Pitt & Wells will soon build a 30,000-bu. eltr. on the M. K. & T.

Bison, Okla.—The new eltr. of the El Reno Mill & Eltr. Co. has been completed by J. A. Horn.

Madill, Okla.—The Marsh Milling & Grain Co. has joined the Texas Grain Dealers Ass'n.

Porter, Okla.—The Bauer & Brown Eltr. Co. has built a corn mill at its eltr.—T. R. Weems.

Ponca City, Okla.—Jas. Shornden has bot the interest of his brother and will continue the business.

Hinton, Okla.—The Farmers Union Grain & Eltr. Co. has erected a 12,000-bu. eltr. on the Rock Island.

Union City, Okla.—The Yukon Mill & Grain Co.'s eltr. is being remodeled and raised by C. A. Tappan.

Pond Creek, Okla.—Mr. Weichen is tearing down the Star Eltr. and will rebuild it at Benton, Kan.

Mangum, Okla.—The Mangum Mill & Eltr. Co. has had its plant remodeled and improved by J. A. Horn.

Grove, Okla.—We will begin building a grain eltr. as soon as we can get our plans completed.—J. F. Pace.

Tonkawa, Okla.—O. W. Hutchinson will move to Wichita, Kan., June 1 and engage in the brokerage business.

Cordell, Okla.—The Bondies Grain Co., of Durant, Okla., will build an eltr. on the Frisco. C. H. Murdock is the local mgr.

Durant, Okla.—Collier Bros. have let the contract for the erection of a 3-story corn eltr. and meal mill to cost \$10,000. Work will begin at once.

Gage, Okla.—G. E. Baker and A. M. Clark have formed the firm of Baker & Clark and bot the Gage Mill & Eltr. and will take possession June 1.

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Medford, Okla.—The Medford Mill & Eltr. Co. has let the contract for a new foundation to be put under its eltr.

McWillie sta., Helena p. o., Okla.—The Blackwell Mill & Eltr. Co. is building an 8,000 bu. studded eltr. on the Frisco.

McWillie sta., Helena p. o., Okla.—An eltr. is to be put up at this station by W. Hogan.—S. H. Colwick, Helena, Okla.

Renfrow, Okla.—O. M. Sommerville succeeded me as agt. for the Home Grain Co. in Renfrow.—F. C. Jewell, Lamar, Colo.

Davis, Okla.—The Chowning Grain Co. of Oklahoma City contemplates erecting a 10,000-bu eltr. here on the Santa Fe soon.

Hinton, Okla.—The Red Top Grain Co. is overhauling its eltr. and installing an Ohio Sheller and a Rolling Corn Screen and Cleaner.

North Enid, Okla.—J. R. Williamson of Harper, Kan., who operates a grain business from Wichita, will build a 100,000-bu. eltr. here.

Frederick, Okla.—Mr. Knox, a flour salesman and Mr. Sloan of Oklahoma City will build a flour mill and a 35,000 bu. eltr. here.

Yukon, Okla.—The Yukon Mill & Grain Co. has let the contract to the S.-W. Engineering Co. for a 10,000-bu. steel tank for additional storage.

Okarche, Okla.—I think all four of the eltrs. now here will be repaired and some new machinery added this year.—C. E. Foster, agt. Home Grain Co.

Waynoka, Okla.—The Deer Creek Eltr. Co. moved its eltr. a block onto its own land and will not be under any obligations to the railroad company.

Blackwell, Okla.—The Blackwell Mill & Eltr. Co. will erect a meal and chop mill and install a corn dump, sheller, cleaner and a 3-high roll mill.

Ponca City, Okla.—The eltr. of the W. T. Oats Grain Co. was slightly damaged by fire recently, that started from a spark from a passing engine.

Broken Arrow, Okla.—We will overhaul our eltrs. along the line of the M. K. & T. and get them in good shape for the coming season.—Hannifin Eltr. Co.

Reeding, Okla.—The Reeding Grain Co. is overhauling its eltr. and installing a 15 h. p. Otto Gasoline Engine, a 350 bu. hopper scale and No. 3 Invincible Cleaner.

Frederick, Okla.—The eltr. of the Cox-Campbell Grain Co. burned May 17, with a large quantity of grain. Loss, \$20,000. The fire originated at 10 o'clock p. m. from a spark from a locomotive.

Apache, Okla.—Robey & Fischer will build a 25,000 bu. eltr. on the Rock Island. The firm is composed of R. E. Robey and Geo. Fischer of Oklahoma City.

Cyril, Okla.—H. W. Cole is building a 20,000 bu. eltr. on the Frisco. It will be equipped with a gasoline engine, hopper scales, Western Sheller, Cornwall Cleaner.

El Reno, Okla.—The El Reno Mill & Eltr. Co. has installed a new sheller and cleaner. The Oklahoma Cereal Co. will soon have its corn and meal eltr. built at this point.

Hunter, Okla.—At Ellis a new switch on the Frisco between here and Breckinridge the Blackwell Mill and Eltr. Co. will build an 8,000 bu. studded eltr. Gasoline power wagon scale, one leg and a dump will constitute the equipment.

Welch, Okla.—I have begun building a 25,000-bu. eltr. and will install a 700-bu. sheller and a 1,000-bu. cleaner. Expect to have it ready for operation by July 25.—H. B. Campbell.

Ninnekah, Okla.—The recently incorporated Matthews-Linton Grain Co. has let the contract to J. A. Horn for the remodeling of the eltr. it bot a few weeks ago of G. W. Thomas.

Ralston, Okla.—I have purchased the eltr. of the Osage Grain Co., and will begin work at once to enlarge it to a 30,000-bu. house; will also install new machinery.—A. D. Krow.

Marlow, Okla.—The Martin Mill & Eltr. Co., T. P. Martin, Jr., pres., has let the contract for its 20,000-bu. eltr. and 20,000-bu. corn crib to J. A. Horn, to be completed by Sept. 1.

Lahoma, Okla.—Stockholders of the wrecked Farmers Co-operative Shipping Ass'n have recently received their final dividend of about 10 per cent and the business of the concern will be closed.

Guthrie, Okla.—W. B. Shumaker has taken an appeal from the judgment of the district court of Kiowa County in favor of the Higgins-Roberts Grain Co. for \$5,847 damages for breach of contract to buy 10,000 bus. of wheat.

Oklahoma City, Okla.—R. H. Conyers, formerly mgr. of the Wichita office of the Empire Grain Co. will succeed J. R. Bailey as mgr. of the Oklahoma headquarters of the J. Rosenbaum Grain Co., which have been removed from Enid to this city.

Canton, Okla.—The R. H. Drennan Grain Co. is building a 12,000 bu. eltr. here, and a 15,000 bu. eltr. at Longdale. Both stations are on the Orient. Each house will be equipped with a 15 h. p. gasoline engine, a Western Sheller and a Cornwall Cleaner.

Pond Creek, Okla.—Johnston and Bratnain have rebuilt their eltr. The new house is a studded structure of 12,000 bus. capacity. It contains an Ohio Sheller, a Western Cleaner, an Invincible Clipper, a Barnard & Leas corn roll and 30 h. p. steam plant.

Chickasha, Okla.—J. E. Farrington has let the contract to J. A. Horn for the erection of a new terminal eltr. to be built at once near his seed warehouse. Mr. Farrington owns a string of eltrs. thruout the state, and this one will be the largest, well equipped with up-to-date machinery.

Ponca City, Okla.—Shornden Bros. eltr. had a narrow escape from fire recently. A switch engine dropped a large hot spark on the cap of a window, and a hole was burned thru the wall before the fire was discovered. Iron siding would have protected against this hazard. Salt water saved the house.

Union City, Okla.—The El Reno Mill & Eltr. Co. has increased its capacity to 30,000 bus. and has installed a 25-h.p. gasoline and crude-oil engine, a Mar-seilles Sheller, a cleaner, and the Richardson Automatic Scales. The Fulton Grain Co. is considering installing new machinery.—Chas. Liebler.

Hydro, Okla.—Green & Green are building a 25,000-bu. eltr. on the Rock Island to be completed about June 20. The Harvey Construction Co. is doing the work; machinery will be furnished by Fairbanks, Morse & Co. The equipment will include a 25-h. p. gasoline engine, a Victor Corn Sheller, a Cornwall No. 3 Cleaner, and 2 Standard Eltrs. The

house will be up-to-date thruout. The entire bottom of the eltr. will be concrete, a rat-proof house.

Hobart, Okla.—A good plan of posting the trade on the markets for cash grain which has found favor in other territory, has been taken up by John Willis Dickson in the form of "Dickson's Daily Postings," which will be sent to subscribers in the three states. This sheet eliminates the necessity of either the buyer or the seller having to wire to every market, either when he wishes to buy or sell, to find out just what market can handle his commodity. He can take his postings and one wire will do the work. For the buyer; bid will be posted for general routing, for the Frisco, Rock Island, Santa Fe, Missouri Pacific, or for any road or routing. This provision gives buyer the grain from the section from which he wishes to receive it and eliminates the confusion of erroneous acceptances. Dickson promises to start his scheme June 1.

OREGON.

Salem, Ore.—The Salem Flour Mill Co. has been denied a rehearing of the suit by Reuben Patty who was given judgment for \$600 on account of wheat stored in the mill and burned. Patty contended that delivery to the mill was equivalent to sale. In this case the supreme court has reversed itself.

Bourbon sta., Grass Valley p. o., Ore.—Two grain warehouses owned by Kerr, Gifford & Co. and the Wasco Warehouse & Milling Co. burned on the night of May 5, destroying 1,600 sacks of grain in the Wasco Company's building. Its loss is total. Kerr, Gifford & Co. had no grain stored. Their warehouse, valued at \$3,000, was fully insured. They are planning to have another completed before the next crop is harvested.

Portland, Ore.—Eltrs., with re-inforced concrete walls, will be built by the Portland Flouring Mills Co. on the site of its present property in the lower harbor. Four 30,000-bu. tanks, each 27 ft. in diameter and 70 ft. high, will be constructed alongside of the company's present eltr. that now has a capacity of 150,000 bus. Work will begin at once to get them ready to handle grain by Sept. 1. All the cement needed for construction has been procured, so the work can be rushed. They are of local interest as the only concrete grain eltrs. on the Pacific coast.

PENNSYLVANIA.

Pittsburg, Pa.—Isaac N. Barto, former general wire and repeater chief of the Western Union Telegraf Co. at this city, has been jailed on the charge of giving the Chicago continuous grain market quotations to bucket-shops. The company has accepted the resignation of E. B. Saylor, superintendent at this city.

Northampton, Pa.—The Mauser Milling Co., operating grist mills here, at Treichlers and at Lauray's Station, will build a new office building, and a steel eltr. 35 ft. high and 30 ft. in diameter, with a capacity of 22,000 bus., at its Northampton plant, and another 40,000-bu. steel eltr. at Lauray's Station.

PHILADELPHIA LETTER.

Trade is very quiet here. Very little export demand for grain and the flour trade is dull.—H. C. Miller.

Stocks of grain both in elevator and on track are very limited at present,

though apparently sufficient for average needs of trade.

While signing his name to a check recently, Benjamin F. Bailey, a grain dealer of West Philadelphia, died suddenly of heart failure.

The new law of this state compelling the analysis, tagging and labeling of all concentrated and compound and mixed feeds gives great satisfaction to the feed trade here in general.

Some attractive looking specimens of alfalfa meal received here have been sampled and bread has been baked from them which it is claimed will be a sharp competitor of the regulation "staff of life."

Col. E. L. Rogers it is said has a "big card to play" at the coming convention of the National Hay Ass'n. This very resourceful and highly interesting gentleman usually has some important "tricks" up his sleeves.

The attractive new town offices of the sec'y and pres. of the Commercial Exchange are now occupied and fitted up with handsome modern furnishings, which gives that end of the grain floor a very business-like and official appearance.

The high price of wheat and the bullish condition of the market has advanced prices here on corn, oats, rye, barley, corn products, flour, feed, hay and straw in this vicinity and is having a tendency to restrict buying only to the extent of actual needs.

Filtered Schuylkill and Delaware river water has been totally banished by the grain men and huge carboys of Sunbeam moisture are being tapped as thirst quenchers, and this is the reason why the "boys on 'change'" look so pleasant these days, notwithstanding that "the market is agin' them."—S. R. E.

SOUTH DAKOTA.

Henry, S. D.—James H. Ralph has purchased the eltr. of G. W. Van Dusen & Co.

Corona, S. D.—The Empire Eltr. Co. has brot on a car load of stone to build a foundation under its eltr.

Murdo, S. D.—L. B. Spracher & Co., of Sibley, Ia., have let the contract to W. N. Claus & Co. for a new up-to-date eltr. to be erected here.

Springfield, S. D.—Eugene Colburn will install a new 1,000-bu. per hour Avery Automatic Scale this summer.—R. A. Maarsnigh, agt.

Bradley, S. D.—A farmers' eltr. company has been organized and has bot my eltr., but will not open for business until fall.—T. E. Hegna.

Bonesteel, S. D.—The recently organized Farmers Co-op. Grain, Stock & Lumber Co. has bot the eltr. property and the grain business of the Wm. Krotter Co.

Waubay, S. D.—This company will rebuild its house here, but to what extent has not yet been definitely determined.—W. R. Hayden, mgr. Waubay Farmers Eltr. Co.

Hartford, S. D.—S. B. Stockwell, who has been mgr. at the eltr. of the Hubbard & Palmer Co. for five years, has resigned and will be succeeded by J. L. Johnson.

Bradley, S. D.—I am starting in the grain business for myself, having bot the eltr. here of the Empire Eltr. Co., for which I worked for 5 years.—M. F. Stierwalt.

Waverly, S. D.—The new 25,000-bu. eltr., for which the Farmers Eltr. Co. has let the contract, will cost \$5,500 and be ready for operation by July 15.—Agt. Pacific Eltr. Co.

Fairview, S. D.—W. P. Manning, mgr. of the Farmers Co-op. Grain Co., who was hurt at Mapleton, Ia., on his way to Chicago with stock, has returned home from the hospital and is again in charge of the business at the eltr.

Aberdeen, S. D.—Wm. and H. E. Rohweder of Goodwin, S. D., have repurchased the eltr. at this place which they sold to the Atlas Eltr. Co. two years ago and will conduct it in connection with their retail lumber yard.—B. J. Alley.

Eureka, S. D.—F. W. Homeyer, Martin Stickel and Daniel Mettler have formed a company and have bot the eltr. formerly owned by the Pochler Grain Co. Mr. Mettler is an experienced grain man and gained a valuable acquaintance in this vicinity in the eltr. now operated by Regan & Hooper.

Butler, S. D.—On the night of May 11, fire of unknown origin, starting on the outside of the building, destroyed the eltrs. of Potter, Garrick & Potter and the Chilson Grain Co. Buildings contained about 3,000 bus. of grain. Insurance on grain, \$2,000; on buildings, \$3,500 and \$3,000.—S. L. Potter.

Frederick, S. D.—Ira Knapp of Mason City, Ia., F. F. and L. Grant and E. G. Cummings of Frederick have bot the controlling interest in the Frederick Milling Co. of F. B. Roberts and G. C. Middlebrook of Milbank, S. D., and have retained C. H. White as mgr. The new pres. is Ira Knapp; A. H. White, sec'y. The company will now issue stock to the full amount of its capital, and plans to build a 10,000-bu. steel storage eltr. this summer. The company makes a specialty of macaroni products.

Sioux Falls, S. D.—W. V. Harrington has formed a corporation with \$25,000 paid up capital stock to do a general track buying business on its own account and to represent eastern cash houses doing a domestic and export business. W. V. Harrington will be pres., W. F. Brittan sec'y, and D. C. Harrington vice pres. W. V. and D. C. Harrington have been in the grain business in Iowa, Minnesota and South Dakota for the past three years, operating a line of eltrs., and Mr. Brittan was mgr. of the Interstate Grain Co., of Sioux City.

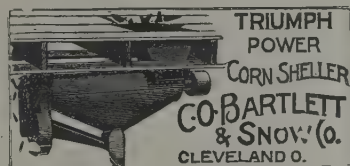
Aberdeen, S. D.—Fire, discovered about 8:30 in the evening of May 5, totally destroyed the eltr., 2 grain warehouses, an implement warehouse, the hay barn and the horse barn of the Freeman-Bain Co. Total loss, \$60,000; insurance, \$19,000. C. W. Freeman is president; G. W. Rahskopf, sec'y. and treas. Each of these two practically own a half-interest, a few shares only being held by others. Mr. Rahskopf was in Minnesota on business at the time of the fire and returned the next morning to find the plant a mass of ruins.

SOUTHEAST.

Miami, Fla.—C. F. Wheelock, broker, has removed from this place.

Raleigh, N. C.—The new law of North Carolina governing the registration and sale of concentrated feeding stuffs requires the use of even weight packages and imposes a stamp tonnage tax of 20 cents per ton. Tags now on hand may be used by shippers or exchanged for the

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These receipts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The receipt is signed by the elevator man and shows he has received in store of.....net bus. Wheat to be stored and insured under following conditions, etc.

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GRAIN DEALERS JOURNAL
255 La Salle St. CHICAGO, ILL.

new stamps, which are furnished by the Department of Agriculture.

Shenandoah Jct., W. Va.—J. J. Lyne and John W. Irvin have formed a partnership under the firm name of Lyne & Irvin, to conduct Mr. Lyne's grain business.

TENNESSEE.

Shelbyville, Tenn.—The grain and feed store of E. E. Williams burned about 4 o'clock in the morning of May 2; loss total, partially insured.

Chattanooga, Tenn.—Chattanooga Warehouse & Eltr. Co. incorporated by J. T. and W. K. Thomasson, L. L. Peak and others; capital, \$15,000.

Memphis, Tenn.—Mississippi Eltr. Co. incorporated to do a general grain eltr. business; starts with a capital stock of \$20,000; incorporators John M. Trenholm, Leonard Trenholm, C. E. Roundtree and others.

Memphis, Tenn.—Mrs. Mary Shull has instituted a suit against the Memphis Eltr. Co. for \$25,000 damages for the alleged negligent killing of her husband, William Shull, a carpenter, who was smothered in a grain bin a few weeks ago. He was working on the bin when, it is alleged, some employe negligently dumped it full of oats.

TEXAS.

Haskell, Tex.—Sherrill Bros. & Co. are building an eltr.

Amarillo, Tex.—The Early Grain Co. will install the Hall System.

Waxahachie, Tex.—A tornado May 21 destroyed the Farmers Union Warehouse.

Amarillo, Tex.—The Early Grain Co. recently purchased a Reliance Dump Controller.

Plainview, Tex.—Cobb & Elliott are figuring on building an eltr.—Canyon Coal & Eltr. Co., Canyon, Tex.

Plains, Tex.—The Plains Lumber & Grain Co. intends to build two eltrs.—Canyon Coal & Eltr. Co., Canyon, Texas.

Fort Worth, Tex.—Hood County Mill & Eltr. Co., incorporated by Kirk D. and H. P. Holland and James A. Walkup, capital, \$24,000.

Fort Worth, Tex.—The Pressley-Foster Brokerage Co., composed of E. W. Pressley and J. C. Foster is successor to E. W. Pressley.

Fort Worth, Tex.—G. C. Mountcastle and Kent Barber of this city have been elected honorary members of the Texas Grain Dealers Ass'n.

Tom Bean, Tex.—The Tom Bean Grain Co. incorporated; capital stock, \$5,000; incorporators, P. H. Luby and G. A. and A. S. Lackey.

Canyon, Tex.—We will build a small eltr. if it rains within a few days to break the drouth that hinders growth of crops.—Canyon Coal & Eltr. Co.

Childress, Tex.—P. S. Roberts has just put in a mill to crush ear corn and milo maize in head, also corn chops, and a French burr mill for corn meal.—S. A. Shaw.

New Braunfels, Tex.—The Friesenhahn corn shelling plant, 7 miles southwest of this place, burned at 3 o'clock in the morning of May 2, destroying 800 bus. of corn. Loss, \$5,000.

Temple, Tex.—C. T. Dubar of Fort Worth, representing the new owners of the Werkheiser-Polk Mill & Eltr. Co., has come here to reorganize the company's affairs on a larger basis and increase its

capacity and output. He will organize a corporation with a capital stock of \$100,000, of which \$80,000 will be held by the new owners and \$20,000 by local investors.

Fort Worth, Tex.—The Terminal Grain Co. has just completed a 60,000-bu. eltr. with electric power using 7 General Electric Induction Motors, Prinz & Rau Separators, Eureka Clipper and Nordyke & Marmion Rolls.

Fort Worth, Tex.—I have bot Mr. Pool's interest in the Crouch-Pool Grain Co., and I am now sole owner of the property there, and in the name of A. B. Crouch, with I. A. Mabry as local mgr. —A. B. Crouch, Temple, Tex.

Ft. Worth, Tex.—The annual meeting of the Texas Grain Dealers Ass'n will be held in Mineral Wells June 3 and 4, after which the dealers will be entertained by the Ft. Worth dealers and many will go to Galveston over Sunday returning Monday night.

Stamford, Tex.—The Stamford Mill & Eltr. Co. is erecting a 10,000-bu. eltr. connecting to a thresher and sheller plant. The company will buy both milo maize and kaffir corn in the head along the lines of the Wichita Valley, Orient, Texas Central and Stamford & Northwestern, and ship to Stamford for threshing. A 40-H. P. Foos Gasoline Engine and a large 20-bar Case Separator are among the equipment already on the ground. The work is progressing rapidly and the plant will be completed in about six weeks.

Austin, Tex.—There is some misunderstanding with respect to switching charges at milling point on the product of competitive grain, and the State Railroad Commission has just ruled that in all cases where the mill at milling point is located on either of the lines forming the whole or a part of one of the competitive routes from grain origin, such switching charges may be absorbed by the railway companies. Milling-in-Transit Rule 7 was intended to mean that shipper or owner should pay the switching charges only on non-competitive grain.

Austin, Tex.—It appearing to the Railroad Commission of Texas that, in many instances, shippers are demanding and obtaining stopping-in-transit privileges on grain, hay and other commodities subject to transit rules, when the shipments are not actually unloaded into warehouses, elevators or other places of storage as provided for by the rules, the Commission has given notice to railroad companies and shippers that shipments not actually unloaded are not entitled to transit privileges under said rules; provided, however, that when shipper at transit point has received two car loads of same commodity, has paid freight thereon to stopping point and is ready to forward them to destinations, and wishes to exchange the inbound expense bills in adjustment charges on these shipments, the actual unloading requirement may be waived.

Van Alstyne, Tex.—The eltr., corn mill, machinery and shuck house of the Van Alstyne Eltr. Co., burned on the night of May 5. The fire broke out about midnight, only a few minutes after it had been closed for the night, and is supposed to have originated from overheated machinery that had been running over time to get out some meal and chop shipments. Manager E. W. Rollow says the eltr. cost \$20,000 when constructed 10 years ago. A mill and a 22-h.p. gasoline engine had been added since. The eltr. contained 24,500 bus. of corn, about 20,

000 of which were shelled, and 900 sacks of meal that were to have been shipped out the next day. Loss on eltr. and machinery, about \$25,000; on contents, fully \$20,000; insurance, \$35,000. Loss on the shuck house, \$259 with no insurance. The warehouse, corn sheller, corn house and office were saved. The plant, owned entirely by capitalists in McKinney, will be rebuilt at once; J. W. Wibb, treas.; Ben Hill, sec'y.

Hugh B. Dorsey, who for nine years has served the Texas Grain Dealers Ass'n as sec'y-treas., has announced his intention of engaging in the grain business soon. This should in nowise interfere with his duties as secretary of the ass'n. His long experience in the work, his thorough knowledge of the men in the trade thruout the Southwest, as well as his ability to discern opportunities for promoting the interests of members thru the use of the influence of the ass'n, should cause the members to hesitate to part with his services. The fact that he is financially interested in the grain business and supervises its management, should not incapacitate him for work in the interests of the organization. The secretaries of the Ohio, Ky., and Ind. associations are engaged in the grain business, the secretary of the grain dealers of southeastern Iowa and the sec'y of the Grain Dealers Union of S-W Iowa and N-W Missouri were also engaged in the grain business; the sec'y of the Colorado Ass'n is now engaged in the grain business and all have been able to carry on their business without interfering with the work of the association. Mr. Dorsey is an earnest worker and is recognized by railroad interests and the state officers at Austin as one who seldom abandons a fight once begun. The association has much capital in his knowledge of the work and his acquaintance with the trade all of which would be lost were his services now to be dispensed with.

UTAH.

Kaysville, Utah.—The Kaysville Milling Co. has let the contract for another steel eltr. to provide additional storage capacity of 15,000 bus. making a total of 50,000. Circular steel tanks, 17 ft. in diameter and 30 ft. high, will be set on concrete foundation. This addition will give the plant a total of 8 compartments under one roof.

WASHINGTON.

Seattle, Wash.—It is said the Northern Pacific will enlarge the wheat eltr. at West Seattle.

Ritzville, Wash.—The Ritzville Warehouse Co., an organization of farmers, that has the largest warehouse here, has advertised for bids for the construction of a 60,000-bu. eltr., that will enable it to handle grain in bulk as well as in sack.

Bellingham, Wash.—The Ford-Harder Grain Co. of Seattle has bot the plant of the Bellingham Flour Mills Co. from Pres. Geo. J. Hohl. Frank J. Gibson will continue as superintendent and Ross J. Hohl as sec'y. and treas. The plant was erected two years ago at a cost of \$125,000.

Adrian, Wash.—Claude Foray is president and Thos. Simmons sec'y of the newly incorporated Dry Coulee Union Grain Co., an organization of farmers, that will build a warehouse at this point where the Great Northern and the Washington Central branch of the Northern

Pacific meet. This district comprises about 50,000 acres heretofore tributary to the warehouses at Ephrata and Stratford.

Waterville, Wash.—The Waterville Union Grain Co. has closed its annual deal for sacks, this time taking 370,000. It has also increased its capital stock \$30,000 to build four new eltrs. along the railroad now under construction into Douglas County; capacity of each, 25,000 bus. They will be located here and at Douglas, Lamoine, and Poplar Grove. An office building will soon be erected in Waterville to serve as headquarters for the company composed of 22 unions in this county.

Tacoma, Wash.—Construction tracks have been laid from Tacoma Junction, the first station on the new Milwaukee road east of Puyallup River, to the site of the warehouse of Balfour, Guthrie & Co., at the mouth of the Milwaukee's private waterway on the harbor front. Superstructure work on the warehouse began some time ago. The floor of the warehouse is finished. The contractors expect that all the warehouse facilities will be ready for use early in July. The Milwaukee road will handle much of the 1909 wheat crop tributary to the Sound country, and will be an important factor to the trade in helping to develop a country suitable for raising grain.

WISCONSIN.

Mukwonago, Wis.—Brimmer & Durant have purchased the eltr. and all business interests of Rolland L. Porter.

Wausau, Wis.—The Northern Milling Co. will build a new iron-clad grain eltr. here this summer, 32x50x78 ft., to cost \$8,000; capacity, 30,000 bus.

Sturgeon Bay, Wis. — The Farmers Equity Eltr. Co. has bot the 50,000-bu. eltr. of L. M. Washburn for \$5,000, about half its original cost, and will take possession Sept. 1 next.

Superior, Wis.—As recently reorganized the Wisconsin Grain & Warehouse Commission is composed of H. A. Johnson, chairman, J. E. Kernan, and W. H. Crumpton, sec'y. E. L. Cass is treas. and Geo. B. Hudnall, atty.

Merton, Wis.—Lee E. Thompson, local manager for the Milwaukee Eltr. Co., was accidentally shot and killed May 12, while hunting gophers near the eltr. He was climbing thru a barbed wire fence when the trigger of his rifle caught on the wire and discharged the gun. The bullet struck him in the back of the head. Mr. Thompson was 37 years of age and was well known in this vicinity. Besides managing the eltr. he owned and managed a lumber yard here. He is survived by a wife and two children.

MILWAUKEE LETTER.

A malting plant will be built by Robt. Nunnemacher of this city and D. Weschler of Chicago, including an eltr. 90x241 ft. A 6-acre site has been purchased.

Several cases of corn in the first stages of heating have been reported. Considerable corn is grading No. 2 yellow, being of very choice quality, and is bringing extreme prices.

The Committee on Rules is considering changes in the rules governing the grading of grain, but no definite changes have as yet been suggested to the B. of D.

Memberships in the C. of C. are quoted at \$175 net to the buyer. Application for membership has been made by Richard H.

Norris and W. D. Anderson. Application has been made for transfer of the membership of Geo. B. Rait and W. H. Simpson.

Milwaukee millers were called upon May 10th to bear the loss of one who has been actively engaged in the manufacture of flour for the past thirty years in the death of Bernhard Stern, founder of the Atlas Mills of this city. He was 77 years of age. The three sons will conduct the milling business.

The entertainment calendar of the C. of C. has been marked for September next, when a party of distinguished Japanese who are touring this country will be welcomed as the Chamber's guests through the liberality of the committee on Commerce and Manufacturers, in whose hands the details have been placed.

It is rumored in Milwaukee railroad circles that the Grand Trunk railroad system will wipe out the various fast freight and dispatch lines now operated under that system as separate lines on July 1st. Such a move would close the offices of the Lackawanna, Grand Trunk, Commercial Express, Grand Trunk Despatch and the Milwaukee and Michigan lines.

While reports from other lake ports indicate that the seamen's strike is tying up shipping to some extent, no serious demonstrations have been made here other than little minor difficulties of a small number of strikers loitering around the docks and coming in contact with special officers who have been detailed for the occasion. The usual amount of trade is being carried on in all lines from this port.

By a ruling of Judge Quarles, in the case of the Manitowoc Malting Co. against Jos. Feuchawanger for breach of contract for the delivery of a large amount of malt to the brewery, a verdict giving the Malting Co. \$21,166.40 from the latter, more than twice the amount asked in the complaint, will stand. The court allowed the plaintiff to amend the complaint to agree with the findings of the testimony.

Owing to a change in the time of arrival and departure here of trains to and from Chicago, and to St. Paul, the time of the receipt of mail matter from commission merchants to points allied directly or indirectly with these lines will no doubt show a corresponding change, and interior dealers will understand that any deviation from the customary time of the arrival of their mail will be the result of the change.

They say that looks are deceiving, which holds strongly in the case of corn, but if one were to declare on the floor that Archie was not an Irishman, he would without a doubt be regarded in the same light as was Columbus when he declared that the earth was round. Nevertheless it is true that Archie is not an Irishman, the correct spelling of his last name being McFadden, and his ancestors were of Scotch and Dutch stock.

A few straggling cars, probably those which were overlooked during the heavy "rush" earlier in the season, are all that now serve to give out the opinion that receipts exist. The sample tables are being used more at this time as a suitable place for the congregation of story-tellers or corn throwers. Reports from the country are to the effect that the greater portion of the spring work has been finished by farmers, and a revival of "business" is expected.

JOHNSON'S Grain Dryer and Renovator

Serviceable, Economical,
Satisfactory. Write

E. G. Isch & Co., Mnfr., Peoria, Illinois



Cover's Dust Protector

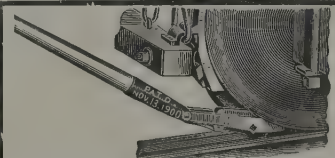
Rubber Protector \$2.00
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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124 Perley St., South Bend, Ind.

"Wagner Crop Booklet"

Sent free. Contains absolutely necessary data for following the crop damage season in wheat, corn, oats and cotton. Write for copy. "The Wagner Letter," published weekly. Free. Established 21 years. Member Chicago Board of Trade and Chicago Stock Exchange.

E. W. WAGNER, Board of Trade, CHICAGO



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Supply Trade

H. W. Caldwell & Son Co. have purchased a Hall Signaling Grain Distributor.

The Wolf Co. has issued a beautiful catalog illustrating and describing the Wolf Employees Elevator.

The P. H. Pelkey Construction Co. has purchased 11 Reliance Dump Controllers which have been installed in elevators constructed this year.

J. T. Sharp has been elected secretary of the Mill Owners' Mutual Fire Insurance Co., of Iowa, to succeed his father, the late J. G. Sharp.

The Tri-State Elevator Co., has been organized with office at Hicksville, O., to buy, sell or exchange elevators in Ohio, Mich. and Ind. The incorporators are E. J. Reed, R. A. Trumbull, and E. C. Bear.

Kelty & Weyhing, formerly of Louisville, Ky., who have been building mills and elevators in Ky., Ohio, Ind. and Penn. have embarked in the elevator building business at Oklahoma City. They will also handle elevator supplies.

The Minneapolis Steel & Machinery Co. has secured an order for a 125 H. P. Muenzel gas engine and gas producer plant, from the Sisseton Mill & Light Co. of S. D. The engine will be used to run the flour mill and electric light plant and will be in service 24 hours a day.

Barnard & Leas have secured patents on a Cornwall cylinder aspirating machine which the firm believes will clean grain perfectly. The machine will make 4 or more separations in one operation, and is so constructed that it does the work excellently as the company demonstrates to those who are interested.

The Sidney Elevator Mfg. Co. has just placed a steel man lift on the market. Fire proof elevators have created a demand for fireproof machinery, and the Sidney steel man lift is built in recognition of the demand. The lift retains all the desirable features of the wooden elevator and is safe, quick, easy running and fireproof.

The Stephens Engineering Co. has been incorporated with Claude H. Stephens as president and H. C. Stephan as vice-president and treasurer. The firm will do general engineering and construction work. Mr. Stephens is an electrical engineer well known to the grain trade. Mr. Stephan is a civil engineer and has had considerable experience in municipal work. The firm is equipped to handle any civil, mechanical or electrical work.

D. W. Marmon, president of the Nordyke & Marmon Co., died May 10 after a brief illness, at the age of 65. For almost 45 years Mr. Marmon has been devoting his energy to the immense industry which is well known to the grain and milling trade all over the world. He was an inventor and a man of large affairs. He was interested in several projects outside his factory. He leaves a widow and two sons, Walter C. Marmon and Howard C. Marmon both of whom are active in the business their father leaves.

The appeal in the suit by the J. L. Owens Co. vs. the Twin City Separator Co. has been decided by the Federal Circuit Court of Appeals district of Minne-

sota. The appeal involved a decree for injunction on account of infringement of patent on a machine for separating wheat and oats. The Court of Appeals held that "the defendant has taken the principle, the whole substance of the invention claimed by Frosliid, embodied it in mechanical means which are the obvious equivalents of those which the patentee described, in means which differ from them only in matters of immaterial form, and the finding of the court below that the Twin Separator Co. was guilty of infringement upon the three claims of this patent may not be lawfully reversed."

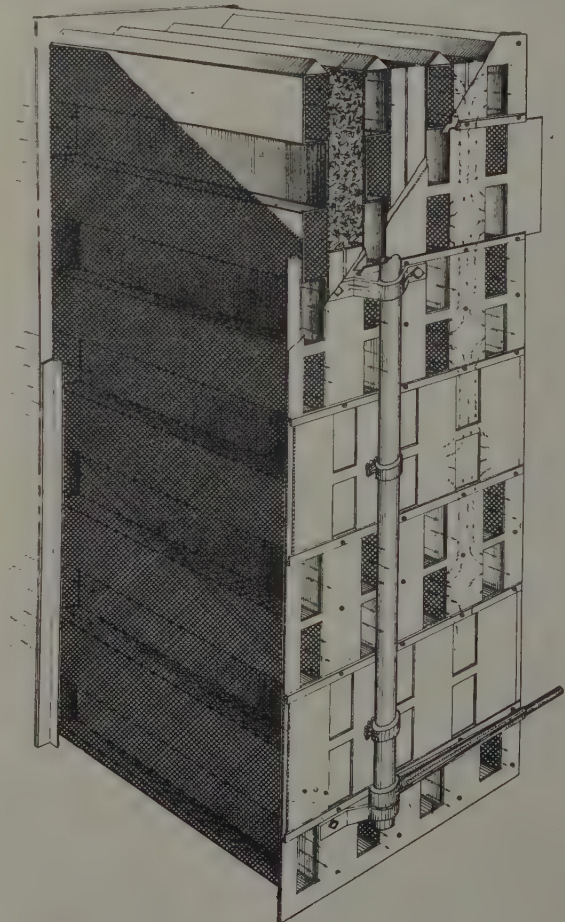
J. Silas Leas, President of the Barnard & Leas Mfg. Co., Moline, Ill., died at his home in that city May 18th, aged 78 years. For 48 years Mr. Leas had been identified with the manufacture of grain cleaning and flour mill machinery. He was born in Cumberland County, Penn., in 1830 and twenty years later moved to Rock Island with his father, where they engaged in the milling business. In 1861 they sold the mill and J. Silas Leas purchased an interest in the flour mill machinery firm of Wycoff, Barnard & Co., which was later changed to Barnard & Leas Mfg. Co. Mr. Leas traveled for the company many years and won many friends in the trade. He did not marry until 1903. Mrs. Leas died Jan. 29, 1907. During late years he had not been actively identified with the business of his com-

pany but retained his interest. Two pioneers in the milling and grain cleaning machinery line almost passed away together, Mr. D. W. Marmon, of the Nordyke & Marmon Company, and Mr. J. Silas Leas passing away recently.

Cold Air Drier.

There has been a general demand for a drying machine which did not require heat to operate it. Many elevator operators who recognize the value of drying grain have been unable to do so, because their plant was run with gas or electric power. The use of combustion engines and electricity for power has proved a serious handicap to manufacturers of hot air driers because they have depended entirely upon steam as a heating medium. Heated air has infinitely more evaporating qualities than cold air. The only way to overcome the superior advantage of using heat for drying was by tremendously increasing the volume of cold air to which grain was subjected. W. E. Ellis, who has made hot air driers for years, has utilized the principles of the Ellis Hot Air Drier and with an original system of pressure and exhaust chambers, has succeeded in placing a successful cold air drier on the market.

The illustration herewith shows how the air is forced from both sides into a



The New Ellis Cold Air Drier.

layer of grain. The air currents meet in the middle of the layer forming a cushion and then passes both upwards and downwards, to the exhaust chambers. Each bushel of grain is subjected to 200 cubic feet of air per minute.

This cold air drier is particularly adapted for country elevator use for it may be placed in the elevator without increasing the cost of insurance. The initial cost of the drier has been greatly reduced due to absence of steam coils and connections. The cost of the cold air machine over that of the hot air drier has been so materially reduced that no elevator operator can now afford to be without adequate facilities for drying grain. Additional information may be obtained from the Ellis Drier Co.

New Pure Seed Law of Tennessee

On June 1 the new pure seed law of Tennessee will go into effect. It requires merchants to pay a tax of 2 cents per bushel of cereal seed and 5 cents per bushel of grass seed. The bill requires that the name of the seed, the full name and address of the seedsmen, the locality where the seed was grown and the date of growth be printed on the package.

A list is given of prohibited weed seeds and seeds classed as impurities of which latter 2 per cent is permissible if stated on the label. Adulteration and misbranding are defined and a standard of purity for all agricultural seeds is specified. It is made the duty of the Commissioner of Agriculture to enforce the act.

Section 12 provides for unjust taxation on honest dealers, as follows "For the defraying of expenses of inspection and analysis every dealer, importer or agent before selling or exposing for sale in this state any of the agricultural seeds specified shall pay to the Commissioner of Agriculture an inspection fee of 2 cents per bushel on cereals and 5 cents per bushel on grasses and clovers; 1 cent per half bushel or less of cereals; 3 cents per half bushel of grasses; 2 cents per ¼ bushel or less of grasses or clovers. The Commissioner of Agriculture is empowered to prescribe the form of stamp."

Imports and Exports of Hay.

Hay amounting to 3,290 tons was imported during the 9 months prior to Apr. 1, 1909; compared with 9,361 tons during the 9 months ending Apr. 1, 1908.

Exports of hay during the 9 months were 51,778 tons against 58,405 tons during the corresponding period ending Apr. 1, 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice during the 9 months ending Apr. 1, 1909, amounted to 154,530,881 lbs.; against 145,343,538 lbs. for the corresponding period prior to Apr. 1, 1908.

Exports of rice, rice bran, meal and polish during the 9 months aggregated 19,095,963 lbs.; against 27,548,609 lbs. during the 9 months ending Apr. 1, 1908.

Of foreign rice, rice flour, rice meal and broken rice we re-exported during the 9 months ending Apr. 1 last, 5,500,264 lbs.; against 6,674,991 lbs. during the corresponding period prior to Apr. 1, 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

Wabash 51874 passed thru Colburn, Ind., westbound May 24, leaking white oats caused by drawbar being pulled out. Called train crew's attention to it.—W. F. Noble.

U. P. 83319 car going west on Stromsburg branch of U. P. May 23, Shelby, Neb., loaded with mixed corn. Was leaking slightly at side over truck. I repaired with waste best I could and think car went thru without further loss.—F. M. Leibe, agt. Omaha Eltr. Co.

S. P. 84822 leaking corn going south on Ill. Cent. at Rantoul, Ill., May 20.—Thos. New, Tomlinson, Ill.

C. G. W. 7474 was in very bad wreck May 19 at Aurora, Iowa.—XX.

Wabash 62386 passed thru Arlington, Ind., on local freight May 15 leaking white shelled corn at side of draw bar. The car had chalk notation on side "Rush to C. H. & D. when O. K."—Hutchinson & Son.

I. C. 33842 passed Austinville, Iowa, May 14, leaking corn at end door. This car was delivered to the Omaha Bridge & Terminal Co. by the Mo. P. The car was evidently loaded in Neb.—H. Austin.

C. & E. I. 571 leaking white corn near door May 14, Tuscola, Ill. Car going north. Brakemen patched car best they could.—Parker & McCarty.

C. B. & Q. 27409 going east thru Libertyville, Ia., May 11, leaking very badly over forward truck.—Harlie Yost.

C. & N. W. 95276, passed thru Concord, Neb., May 6, going East, leaking corn at end of car badly.—A. L. Erickson, Agt. Benson Grain Co.

Mich. Cent. 61089, car corn going East, leaking over draw bar. Passed thru Dwight, Ill., Apr. 29. Car was loaded at Sunbury, Ill.—Frank Gibbons.

Colo. Mid. 1295, car corn going East leaking at end door. Passed thru Dwight, Ill., Apr. 29. Loaded at Sunbury, Ill.—Frank Gibbons.

I. C. 37096 at Cherokee, Ia., Apr. 24, leaking corn at side door post which was pushed out at bottom.—J. J. M.

C. R. I. & P. 54251, leaking in transit at Renfrow, Okla., April 20, siding had sprung near corner of car. Nailed it best I could.

A. A. 4304, Shepherd, Mich., April 19, southbound, leaking wheat at end through siding. Cooped best we cud from outside. Claude H. Estes.

Big Four 11327, passed thru Thornstown, Ind., April 16, going south, leaking slightly under floor at end of car. R. S. Stall & Co.

I. C. 12534, Pesotum, Ill., April 16, car leaking white oats thru siding just back of door on west side. The leak was a bad one. Car did not stop here.—Kleiss & Gilles.

Mich. Cent. 47039, Remington, Ind., April 13, car leaking oats at grain door. Bad leak. Car in eastbound train. Remington Grain Co.

Wabash 63271 passed thru West Lebanon, Ind., Apr. 9, going east, and leaking on side and end.—Sam Erskine.

C. B. & Q. 24644 passed Coburg, Ia., Apr. 8 leaking wheat badly at side and end. We nailed the side, but as train stopped only a few minutes we could not finish nailing the end.—McGreer Bros.

Maine Central 8133 at Narberth, Penn., Mar. 27. Door on one side badly bulged and broken and two large holes at one end of the car near drawbar.—S. J. Clevenger.

C. B. & Q. No. 31313, Mar. 26, passed Heartwell, Nebr., leaking mixed corn at one door post. I patched it up as best I could for the short time I had.—E. W. Lambert.

M. C. 41077 passed thru DeWitt, Ill., Mar. 11 leaking wheat from bottom of car near draw bar.—J. W. Wallich.

C. H. & D. 11155 was set on sidetrack at Cottage Grove, Ind., Mar. 9 for transfer. Draw bar was pulled out and car was leaking shell corn badly.

C. B. & Q. 32132 Mar. 6 passed Libertyville, Ia., going east. White corn leaking thru grain door and at end of car.—Harlie Yost.

THE BEST WAY
to prevent short weights is to install
the

Kennedy Car Liner

in the old cars that you are compelled to load. Cost, \$1.40 per car.

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Shelbyville, Ind.

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Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low
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(Patented)

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SAVED PER WEEK
PER HORSE POWER

The
"1905" CYCLONE



Saves one half the power
required to drive the fan.

Manufactured Exclusively by

The Knickerbocker Co.
Jackson, Mich.

Patents Granted

Spout.—No. 921,696. (See cut.) Stacy B. Hart, Peoria, Ill. Combined with an elevator head are a plurality of inclined telescoping spout sections, supported to oscillate vertically and rotate horizontally, one section being horizontally pivoted to the lower telescoping section to fold thereover.

Elevator. No. 921,685. (See cut.) Ferdinand J. Feldt, Peoria, Ill., assignor to J. A. Engel & Co., Peoria. A vertically swinging conveyor trough is swivelly secured in operable relation to the lower end of an elevator and movable to a position to receive the discharge of a wagon. The trough contains a screw operated by the shaft driving the elevator leg.

Ear Corn Conveyor. No. 920,951. (See cut.) Walter S. Harrison, Tabor, S. D. In combination with upper and lower chains is a curved hook having connection with the lower chain. Secured to the curved hook is a member having connection with the upper chain, the last named member including a rearwardly projecting horizontal portion designed to bear against the lower chain as a brace.

Drier for Grain and Coffee. No. 921,206. (See cut.) Samuel C. Davidson, Belfast, Ireland. Tilting trays are superimposed in lines and operated by cranks actuated by a series of rotary cam devices, one for each line of trays. The several cranks for the line of trays are coupled together and the cams are arranged to hold the trays in horizontal position, then to tilt the trays and then to restore the trays to horizontal position. A cam opens an air valve when the trays are in tilted position.

Grain Screen. No. 922,220. (See cut.) Henry E. Wack, Baltimore, Md. A casing has a broad flat intermediate inclined portion with an opening at its under side, a hopper with inclined converging walls attached to the casing around the opening and having a discharge nozzle, a tubular inlet at the higher end of the broad inclined portion of the casing, a tubular outlet at the lower end of the casing and a screen interposed between the hopper and the opening of the broad inclined portion.

Car Seal. No. 922,251. (See cut.) James W. Bowers, Seymour, Ind., assignor to Elisha T. Carmichael, Columbus, O. On one end of a metal strip is a locking head formed in spaced sections and arranged in a casing, one section of the head having a tongue bent toward the other section. The other end of the strip terminates in a tongue and has an opening near the tongue, the tongue respectively interlocking with the edge of the slot when the end is inserted between the spaced head sections.

Grain Immersing Machine. No. 921,697. (See cut.) Stiner T. Helgeson, Regina, Sask. For treatment of seed grain by immersion in a chemical solution a barrel-shaped receptacle is provided with a chain wheel, chain and carriers, a cross plate within the casing clear of the ascending tips of the carriers and having its lower portion perforated, a sliding plate supported within the upper portion of the casing and making an angle with the cross plate and a delivery chute on the side of the casing opposite the hopper.

Corn Sheller. No. 921,324. (See cut.) Chas. J. Widmer, Sidney, O., assignor to the Philip Smith Mfg. Co., Sidney. The corn sheller has an adjustable shaft and a sheller member carried thereby, the adjusting means for the shaft comprising a collar loosely mounted adjacent to one end thereof, stops for the collar on the shaft, pins projecting from the collar, a yoke member formed with transverse slits therein adjacent to its ends for receiving the pins, whereby the yoke member is supported at its inner ends, a screw mounted in

the frame of the sheller member engaging the yoke at a point midway between the ends thereof as a support. The screw moves the shaft inwardly or outwardly as desired.

Combined Grain Door and Car Door.—No. 922,380. (See cut.) Jacob S. Bender, Kansas City, Mo. The car door consists of a main section and a pair of flaps hinged to the vertical edges thereof, door-jamb at the sides of the car-doorway having pockets to receive the free edges of the flaps, the pockets having beveled sides, means for locking the door in a closed position, the extremities being arranged to enter the pockets and engage the beveled sides thereof, members for carrying the door, and means pivoted to the door whereby the door may swing outward bodily to disengage its flaps from the pockets.

Metal Grain Tank. No. 922,323. (See cut.) Chas. M. Porter, Carrington, N. D. The grain tank comprises a bottom, a socket member secured centrally thereupon, vertical side members surrounding the socket member and upon the upper surface of the bottom, a plurality of roof sections secured each to each and to the side members, the roof sections forming a central ventilating opening, a perforated metallic center post seated in the socket and projecting upwardly into the roof opening, a ring connected to the post and surrounding it just below its upper end and co-operating with the roof sections, a plurality of sleeves loosely surrounding the post, and a cap to cover the roof opening.

Grain Drier. No. 921,097. (See cut.) Wynn E. Ellis, Chicago, Ill. The spaces between a series of grain shafts are divided by laterally extending walls into a vertical series of flues having side opening into the grain shafts. Walls extend vertically between the laterally extending walls. Some of the flues are open at one end for communication with an air supply, others being open at their opposite ends to form exhaust flues, the pressure and exhaust flues being oppositely disposed at both sides of the grain shafts so that the blast will pass vertically between the vertical walls from the pressure flues to the exhaust flues.

Grain Car Door. No. 921,701. (See cut.) Nelson Hoople, Duluth, Minn. A track upon the door jambs has a slide mounted upon it provided with a pair of studs, to one of which a clamping plate is applied and adapted to co-operate with the track to lock the slide against movement. Combined with the slide is a door adapted to fit against the jambs, a keeper applied to the door and formed with an inclined portion, and a link pivotally mounted upon the opposite stud and having a sliding connection with the inclined portion of the keeper, the link co-operating with the inclined portion of the keeper to draw the door against the jambs and force it downwardly.

Grain Carriers

A public hearing on uniform demurrage rules will be held June 4 and 5 in the rooms of the Interstate Commerce Commission at Washington.

Montreal received its first cargo of grain this season thru the Lachine Canal May 9 in the steamer Pellatt with a cargo of wheat from the upper lakes.

Ballasting of the Chicago, Milwaukee & Puget Sound Ry. between the Dakotas and the Coast is being rushed with a view to handling the wheat crop this fall.

An extension of the C., B. & Q. will be built from Worland, Wyo., south to a junction with the Northwestern, which will be leased as far east as Orrin Junction.

Underwriters have just imposed an additional 1 per cent upon hull insurance on steamers using the Welland Canal and waters east, the increase amounting, it is said, to one-fourth cent per bu. on wheat from Fort William to Montreal.

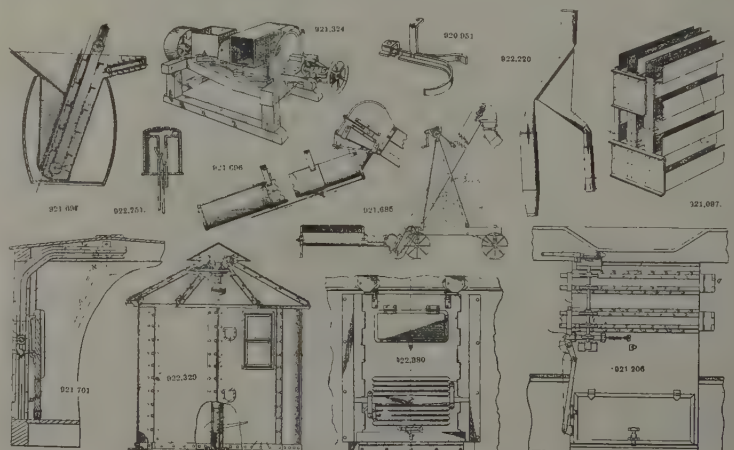
President Taft has appointed a committee to investigate the proposition that the judicial should be separated from the other functions of the Interstate Commerce Commission. Its findings will be reported to Congress next winter.

Judge Munger of the Federal Court at Omaha May 15 sustained the decision of the Interstate Commerce Commission permitting the railroads to grant elevation allowances to all elevators alike. This suit involved the Union Pacific Railroad.

Several of the roads in the Central Freight Ass'n have acknowledged receipt of the protest by the Philadelphia Commercial Exchange against the \$2 per car diversion charge, but the letters give no intimation that the tax would be canceled.

A branch line of the Kansas City Southern will be built from Texarkana, Tex., to a connection with the Orient road where the latter crosses the Cimarron River in Oklahoma. The line will be 300 miles long, and thru a territory lacking railroads.

Six months more time has been allowed by the Interstate Commerce Commission to enforce its original ruling in the matter of allowances to elevators by the Union Pacific Railroad. The Commis-



sion's order will not become effective until Jan. 1, 1910.

The Ohio Board of Arbitration has begun a movement to settle the seamen's strike on the Great Lakes, but Wm. Livingston, pres. of the Lake Carriers' Ass'n, has informed the interstate arbitration board at Detroit that the vessel owners have nothing to arbitrate.

Rules for the guidance of railroad companies in their investigations of claims made upon them by shippers for loss or damage of freight, are to be prepared by the Interstate Commerce Commission, it is said, at the request of the attorney-general of the United States.

The Erie Canal was opened for navigation on May 15 and 40 boats, which had already been loaded, left Buffalo, most of them clearing for New York with grain. A number of delays was caused by work on the new barge canal, which weakened the banks and resulted in the overflowing of a large section near Lockport, N. Y., so that the canal level had to be lowered until the breaks were repaired.—J. C.

Canadian shippers have been granted a reduction of the diversion charge by the Dominion Transportation Commission. Some time ago this charge was increased by the carriers to 1 cent per 100 lbs., and the shippers appealed to the Commission, which, after hearing argument, has ordered a reduction in the charge for changing destination in transit to a uniform \$3 per car, effecting a considerable saving to shippers.

New transcontinental freight rates between Chicago and St. Paul and points in Rocky Mountain territory will be made effective July 1, reducing the rates compared with those to the coast. Hitherto the rate from Chicago to Spokane has been the rate thru Spokane to the coast, plus the rate from the coast back to Spokane. The new rates are the forerunner of a radical readjustment of rates to all inland Pacific points, in accordance with the orders of the Interstate Commerce Commission in the Spokane rate case.

A shipment was tendered to a carrier in North Carolina, destined to California. Shipper requested that it be sent via New York and the Isthmus of Panama. Shipment was forwarded all rail under a rate alleged to be higher than would have applied via the route indicated. The Interstate Commerce Commission held that it could not authorize refund because no tariffs are on file with the Commission via the route over which the shipment moved, and there is therefore no official measure of the accuracy of the claim for overcharge or the amount thereof.

Milling in transit privileges have an uncertain status and many shippers would be pleased to learn what are the principles to govern the granting or withholding of this valuable facility, but in its most recent ruling the Interstate Commerce Commission does not commit itself. The Commission in this case, that of Douglas & Co., of Cedar Rapids, Ia., held "It is clearly discriminatory to single out one or more of several mill products of grain and withhold from it or them transit privileges which are accorded at that or some other competitive point to other milled products of grain of substantially similar character, . . . where there is competition between millers of grain either in marketing their product or in securing their material for milling."

The W. J. Jennison Co., of Minneapolis, and the Commander Mill Co., of Mapleton, Minn., have intervened in the rate case brot by the millers of Minneapolis for a reduction in the rate on the manufactured product to that on the raw material on shipments to the east. The complaint is directed against the railroads, tho water competition on the Great Lakes is the main factor in enabling the millers of Buffalo and the east to compete with northwestern millers in the purchase of northwestern wheat.

The Interstate Commerce Commission has dismissed the complaint by the Kansas City Transportation Bureau of the Commercial Club against the Santa Fe and other roads alleging discrimination against Kansas City in the matter of rates to the Southeast on grain from Omaha and from beyond the Missouri River. In deciding that Kansas City was not entitled to full recognition of its shorter distance to St. Louis Commissioner Clark said: Adoption of distance alone as a measure of the rates from points of origin to the primary market would necessarily result in a clear division of the territory between the markets and would be destructive of competition in most of that territory. It would destroy the long established adjustment which places Missouri river crossings on a parity in both inbound and outbound rates on traffic generally. Giving to Kansas City all the advantage that could come to it from a mileage adjustment would give it a monopoly of territory in which Omaha now freely competes with Kansas City, and the application of the same rule to Omaha would give it exclusively purchasing power in territory in which Kansas City now competes with Omaha on equal terms.

Shipper May Specify Size of Car.

Edwin Beggs on May 3 was awarded reparation by the Interstate Commerce Commission on his complaint that the Wabash Railroad had charged him the minimum on a 60,000-lb. capacity car when he had ordered one of 40,000 lbs. capacity.

Mr. Beggs in April, 1908, shipped 46,440 lbs. corn from Bates, Ill., to Detroit, Mich. The Wabash tariff provided that the marked capacity should be the minimum for grain, but in no case less than 40,000 lbs. on all cars of marked capacity up to 80,000. A 60,000-lb. car was furnished and the tariff rate of 10½ cents was assessed upon 60,000 lbs., when the charge should have been upon the actual weight.

The Commission upheld Mr. Beggs' contentions in every particular and awarded him the full reparation demanded, \$14.24, issuing the following order to the Wabash:

"That said defendant be, and it is hereby, required to establish, on or before the 21st day of June, 1909, and for a period of at least two years thereafter maintain, a rule and regulation on shipments of grain substantially as follows: When the carrier cannot furnish a car of the capacity ordered by the shipper, and for its own convenience furnishes a car of greater capacity than the one ordered by the shipper, it will be used on the basis of the minimum carload when fixed in the tariff to be applied on the size of the car ordered by the shipper, but in no case less than the actual weight."

Mr. Beggs appeared before the Commission in person to plead his case.—16 I. C. C. 208.

WARM WEATHER IS COMING and

With it a lot of out of conditioned grain.

¶ Can you handle it profitably?

¶ Not unless you have installed a conditioner and drier built on scientific principles.

¶ The ELLIS DRIER and CONDITIONER is built on scientific principles; that explains its unqualified success.

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¶ They are compact.

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¶ THEY USE COLD AIR ONLY, and can be placed in the elevator itself with no increase in the insurance.

Will you drop us a line and let us give you information?

The ELLIS DRIER
COMPANY

Postal Telegraph Building
CHICAGO

Supreme Court Decisions

Duty to Furnish Cars.—Independent of statute, a railroad is under a legal duty to furnish freight cars to shippers when requested.—*E. R. Darlington Lumber Co. v. Missouri Pac. Ry. Co.* Supreme Court of Missouri. 116 S. W. 530.

Note Executed by Member of Trading Partnership is Binding.—A note executed by a member of a trading partnership in its name is binding on the partnership; otherwise, if it is a nontrading partnership.—*Wallace & Reed v. Reed Bros.* Court of Civil Appeals of Texas. 117 S. W. 1019.

Measure of Damages for Injury to Freight.—The measure of damages for injuries to goods in transit is the difference in value between the goods as they would have arrived at their destination but for the negligence of the carrier and their actual condition when delivered.—*St. Louis Southwestern Ry. Co. v. Phoenix Cotton Oil Co.* Supreme Court of Arkansas. 115 S. W. 393.

Carrier's Liability.—A shipper who by a special contract agrees on a value of the goods in case of loss, and in consideration thereof obtains a reduced rate, is estopped from showing that the real value of the goods was greater than that specified in the contract.—*Faulk v. Columbia, N. & L. R. Co.* Supreme Court of South Carolina. 64 S. E. 383.

Delivery f. o. b.—Where a contract provided that delivery of goods was to be f. o. b. at a certain place, freight and duty prepaid, the arrival of the goods at that point, the freight and duty having been paid, was a delivery under the contract.—*Neumeyer v. Hooker.* Supreme Court of New York. 116 N. Y. Supp. 204.

Negotiability of B/L.—A B/L is negotiable, being such by its written terms, though the word "nonnegotiable" is printed on its face, evidently in view of the penal statute, under which the carrier must regard every B/L as negotiable unless such word is printed on its face.—*Pisapia v. Hartford & N. Y. Transp. Co.* Supreme Court of New York. 116 N. Y. Supp. 26.

Broker's Sale Without Notice is Conversion.—Where defendant purchased wheat as a broker and carried it on margins of payment, the property was not the customers', but the relation between them and the broker was that of pledgor and pledgee, and hence a sale of the property by the broker without notice to or consent of the customers was a conversion.—*Mullen v. J. J. Quinlan & Co.* Court of Appeals of New York. 87 N. E. 1078.

Penalty for Loss of Goods by Carrier.—The act of 1903 (24 St. at Large, p. 81) provides that a claim for loss of or damage to property while in possession of a carrier shall be adjusted and paid within 90 days, in case of shipments from without the state, after the filing of the claim, and that the carrier shall be liable for the amount of such loss or damage with interest from the date of filing of claim until payment thereof, and for failure to adjust and pay the claim within the prescribed time shall be subject to a penalty to be recovered by the consignee, provided that, unless the consignee recover the full amount claimed, no penalty shall be recovered, but only the actual amount of loss or damage, with interest. Held, that, to recover under the statute, a consignee must show loss of or damage to him for delay in transportation, and, if the goods were delivered after the claim was filed and before expiration of the time for adjustment, they could not be treated as lost.—*Cousar Mercantile Co. v. Southern Ry. Co.* Supreme Court of South Carolina. 64 S. E. 391.

Consignment not Interstate Commerce.—Where goods shipped by a nonresident to his resident commission agent to be held and sold and delivered in Wisconsin are sold and delivered in Wisconsin, the sale and delivery is not interstate commerce, irrespective of whether the note for the price is a Wisconsin contract or a contract of the state of the residence of the seller.—*Duluth M. Co. v. Clancey.* Supreme Court of Wisconsin. 120 N. W. 584.

Covenant not to Engage in Business.—A seller of a grain elevator and storehouse stipulated, in consideration of the price paid, not to engage nor to become interested in like business for a specified time within a specified territory. Subsequently he advanced money and extended his credit to a son and another to engage in a competing business within the prohibited territory. He also gave the competing business the benefit of his experience and advice. There was evidence that he went on the streets buying grain for the competing business. Held, a breach of the contract for which the buyer was entitled to an injunction.—*C. H. Barrett & Co. v. Ainsworth.* Supreme Court of Michigan. 120 N. W. 797.

Wrongful Delivery by Carrier.—Where a seller shipped the goods to his order, and attached to the B/L a draft on the buyer, the carrier could not deliver the goods to the buyer, except on the production of the B/L properly indorsed, and a delivery to the buyer without payment of the draft, or production of the B/L was, unless the seller consented, a conversion.—*Midland Valley R. Co. v. J. A. Fay & Egan Co.* Supreme Court of Arkansas. 116 S. W. 1171.

Overcharge on Shipment from Connecting Line.—Where a tariff of a railroad company fixes a rate on shipments originating on its own line, or on certain enumerated connecting lines, it assumes the obligation to carry at that rate for shippers whose shipments originate on other lines as well; and, if such a shipper is required to pay for such services at a higher rate than that named in the tariff, he is entitled to recover the amount of the overcharge.—*Missouri, K. & T. Ry. Co. v. New Era Milling Co.* Supreme Court of Kansas. 100 Pac. 273.

Carrier's Liability.—A carrier cannot as a general rule limit its liability by notice, unless brought to the knowledge of the shipper within a reasonable time before shipment, and expressly assented to by him, and, in the absence of misrepresentations by the shipper as to the nature and value of the goods, the carrier must make known the conditions as to the value which it proposes to attach at a specified rate, and procure his assent thereto.—*Faulk v. Columbia, N. & L. R. Co.* Supreme Court of South Carolina. 64 S. E. 383.

Carrier's Recovery for Undercharge.—Where a shipper, pursuant to a contract with a station agent, paid freight on shipments at a rate less than the tariff rate fixed by the carrier in the schedule posted and filed with the public service commission, as required by Public Service Commission Act (Laws 1907, p. 905, c. 429) Sec. 28, the carrier may recover from the shipper the difference between such rates.—*New York Cent. & H. R. R. Co. v. Smith.* Supreme Court of New York. 115 N. Y. Supp. 338.

Connecting Carriers.—Where goods are delivered to an initial carrier in good order, and thereafter delivered by it to a connecting carrier, the connecting carrier will be presumed to have received them in good order, and, in a case where the goods are delivered to the consignee in bad order, a prima facie case of liability will be established against the delivering carrier. *Ohlen v. Atlanta & West Point R. Co.*, 2 Ga. App. 323, 58 S. E. 511. The presumption, however, which may arise in support of a prima facie case, and which must be overcome by the carrier to relieve itself from liability, must yield to the facts of the case, and is not only rebuttable, but, in fact, does not arise where it appears from the evidence introduced in behalf of the

plaintiff that the last connecting carrier, in fact, received the goods in bad order. Evidence that the goods were received in bad order is fatal to the existence of a presumption that they were received in good order. A presumption that goods were received in good order cannot arise where the proof shows that they were received in bad order.—*Georgia, F. & A. Ry. Co. v. W. H. Stanton & Co.* Court of Appeals of Georgia. 63 S. E. 655.

Sale of Good Will of Partnership.—Under Rev. Civ. Code, Secs. 1277, 1278, providing that one selling the good will of a business may agree with the buyer to refrain from carrying on a similar business within a specified territory and time, and Section 1741, providing that a partner has no authority to dispose of the good will of the business, one claiming to have bought the good will of a firm business, together with an agreement not to again enter such business, must show that the partners with whom he contracted, if less, than all, either were authorized to enter into the contract, or that the other partners with full knowledge of the contract ratified the same.—*Griffing v. Dunn.* Supreme Court of South Dakota. 120 N. W. 890.

Carrier Must Return Claim Papers.

When J. C. Lincoln, Commissioner of the Merchants Exchange Traffic Bureau, St. Louis, Mo., recently demanded the return of claim papers to a member of the Exchange the railroad company refused to surrender the documents, quoting the following ruling by Commissioner Lane:

"It is the position of the Commission that correspondence to claims once submitted to a railroad company become a part of the records and memoranda of such railroad company and within the operation of that portion of the act to regulate commerce which prohibits the destruction, mutilation, alteration or falsification in any manner of the records of any account, record or memoranda. By reference to the law you will find that there is a personal penalty for falsification or alteration of the records of a railroad company."

Mr. Lincoln questioned a construction of the ruling that would include as "correspondence" all documents of any kind; and took the question up with Commissioner Lane, who has replied as follows:

Washington, April 9, 1909.
Mr. J. C. Lincoln,
Comm'r Traffic Bureau, Merchants Exchange, St. Louis, Mo.

Dear Sir:—According to your letter one of your clients filed claim against a carrier for loss of grain. With this claim he filed original expense bill, certificate of weight issued at point of origin, certificate of weight issued at destination, and statement of the overcharge. The claim was declined by the carrier. The carrier has refused to return the papers by which your client must prove his claim if he is to sue. This refusal is said to be in accordance with the instructions of the Commission.

It is the position of the Commission that correspondence relative to claims addressed to a railroad company and all memoranda relative to claims made by the railroad company become part of the records and memoranda of such railroad and come within the operation of that portion of the act to regulate commerce which prohibits the destruction, mutilation, alteration or falsification in any manner of such records. The correspondence addressed by the claimant to the railroad company should be kept by the railroad company in its files, regardless of the disposition made of the claim. Such papers, however, as expense bills, certificates of weight, etc., are not within this ruling and may fairly be regarded as the property of the claimant, to the return of which he is entitled.

Yours truly,
Franklin K. Lane.

The large new seed elevator of the Salzer Seed Co., at La Crosse, Wis., is completed. The company is preparing to construct a big unloading station along either the Burlington or Milwaukee roads at a cost of \$5,000.

Seeds

Callan's Seed bill was passed by the New York assembly.

New York exports the past week have been 237 bags clover seed and 225 bags timothy seed.

The Ohio Seed Co., of Toledo, O., has made an assignment to Chas. K. Friedman, attorney, giving its assets as \$1,000 in personal property.

The D. M. Ferry Seed Co., of Detroit, Mich., suffered \$5,000 loss on the night of May 5 by fire in the 4-story dry house near Rochester, Mich.

The John H. Allen Seed Co. has been incorporated at Sheboygan, Wis. The capital stock is \$110,000; and the incorporators are F. M. Parmelee, W. B. Lucas and A. L. Sommer.

Toledo received during the week ending May 22 503 bags of clover seed and shipped 30 bags, against no movement a year ago during the corresponding week. For the season receipts have been 153,849 bags, and the shipments 119,069 bags.

Commonwealth Attorney Conner has brot suit against the Blue Grass Seed Co., of Lexington, Ky., and six citizens of this section charging them with forming a trust to control the price and sale of Kentucky blue grass seed. The penalty is \$5,000 and costs.

A wagon load of alfalfa seed was sold recently at Garden City, Kan., for \$2,631.15, one of the largest amounts ever paid for a single wagon load of farm products. A 6-horse team hauled the 19,733 lbs. from the big Menke alfalfa ranch to town.

Leonard and John Condon, of Rockford, Ill., are forming a company to establish a seed business on their own account June 1. Both will resign their positions with the Buckbee Seed Co., for which John was superintendent and Leonard traveling salesman and houseman.

The pure seed law of Paulhamus will go into effect in West Virginia in June. It prohibits adulteration of field seeds; and seeds must have a high germination test. Packages labeled Kentucky blue grass must contain 80 per cent of the seed and not more than 5 per cent of Canadian blue grass.

Lansing, Mich.—The condition of clover meadows and pastures on May 1 was 75 per cent. The acreage of clover sown compared with the past five years is 98 per cent. On account of winter killing 16 per cent of the acreage will be plowed up.—Frederick C. Martindale, sec'y of state.

W. J. Busch has repurchased his seed business of Underwood & Jones, at Lawrence, Kan., Junius Underwood and Lee Jones have made the business a continued success, but when Mr. Busch recently visited Lawrence he felt a desire to get back into the harness and will conduct the business under the old name of W. J. Busch Seed Co.

How can I secure report on the "Longevity of Seeds" as referred to in this column May 10, as having been made by A. J. Ewart to the Royal Society, Victoria? Dick O'Bannon, vice pres. Pittman & Harrison Co., Sherman, Tex. Ans.: The proceedings of the Royal So-

ciety of Victoria are printed by Stilwell & Co., Melbourne, Australia, and their agents in London, Eng., are Williams & Norgate.

Oscar Younkerman, seedsman of Council Bluffs, Ia., is defendant in a suit brot by the state food and dairy department, which alleges that Agent Van de Bogert found a Canadian thistle seed in a lot of alsike clover seed purchased at Younkerman's seed store. The Iowa Seed Dealers' Ass'n will assist in the defense of Mr. Younkerman. The seed had been purchased by Mr. Younkerman from two responsible dealers and he had sent samples to the state college at Ames for test, which showed 96 and 92 per cent purity.

Chicago received during the past week 703,990 lbs. timothy seed, 81,890 lbs. clover seed, 381,400 lbs. other grass seeds and 35,000 bus. flaxseed; against 433,100 lbs. timothy seed, no clover seed, 190,400 lbs. other grass seeds and 15,000 bus. flaxseed during the corresponding week of last year. Shipments for the past week have been 79,800 lbs. timothy seed, 31,800 lbs. clover seed, 405,300 lbs. other grass seed and no flaxseed, against 468,800 lbs. timothy seed, 200 lbs. clover seed, 179,900 lbs. other grass seeds and 2,950 bus. flaxseed during the corresponding week of last year.

Exports of seeds from the United States for the 9 months prior to Apr. 1 included 15,375,105 lbs. clover seed, 20,446,700 lbs. timothy seed, other grass seeds valued at \$424,000 and 800,200 bus. flaxseed; against 3,424,280 lbs. clover seed, 22,983,000 lbs. timothy seed, other grass seeds valued at \$467,900 and 4,224,200 bus. flaxseed during the corresponding period of 1907-8, as reported by O. P. Austin, chief of the Bureau of Statistics. Imports during the 9 months included 10,640,000 lbs. clover seed and 51,370 bus. flaxseed; against 17,456,600 lbs. clover seed and 42,600 bus. flaxseed during the corresponding 9 months prior to Apr. 1, 1908. Imports of clover seed had been decreasing for more than a year. In March, however, the imports were 2,355,200 lbs., against 2,081,700 lbs. in March, 1908.

Clover seed has been firm all week at Toledo. The action of market would indicate that more damage is coming to light, more meadows being ploughed up and planted to corn. Offerings were light and markets had to be bid up to fill buying orders that came from Illinois and Indiana. However, we need a few weeks of growing weather to determine extent of damage. Many fields that look dead now may turn green and produce a fair crop. The farmer will be the best judge of conditions. Watch him. If he sells his present holdings freely a little later on it is a safe bet the new crop has improved. He will hang on tighter than ever if real damage develops. It is generally conceded that 65 to 75 per cent of last crop was marketed. As against this we have talk of short crop next season. From now on it is a case of weather during the two trying periods, and action of holders, both farmers and dealers at market centers. Nothing new from Germany or Canada, altho German wheat market is up on unfavorable crop conditions. A few lots of cash seed continue to come in. Better prices have been paid than last week—that is, Rejected seed, which was selling about \$1.00 under, advanced to 75 cents under Prime.—J. F. Zahm & Co.



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The stub is signed by the farmer certifying that he has sold bushels of at per bu., to be delivered on or before It also certifies that he has received dollars on the contract. The other part is signed by the elevator man and given to the farmer. It certifies that the elevator man has bought so much grain, etc.

Each book contains 50 contracts, numbered in duplicate, printed on bond paper, size 12x4". If you contract for grain you can not afford to be without these blanks.

Order Form No. 9. Price, 50 cents.
GRAIN DEALERS JOURNAL
255 La Salle Street, CHICAGO, ILL.

Contract Void Over 'Phone Made Valid by Confirmation.

The Supreme Court of Nebraska on Apr. 13 reversed the decision of the district court of Cass County in favor of S. C. Keckler of Manley, Neb., in the suit brought by the J. H. Teasdale Commission Co., of St. Louis, Mo., to enforce a contract.

J. E. Thatcher, representing the J. H. Teasdale Commission Co. at Omaha, wrote Keckler offering 40½ cents for white corn delivered on track at St. Louis, acceptance to be made by wire. Instead of replying by wire Keckler called Thatcher over the telephone the day following and agreed to sell 10,000 bus. Immediately afterward Thatcher wrote Keckler acknowledging the 'phone order and stating that Keckler would receive confirmation and billing from J. H. Teasdale. Teasdale sent confirmation, but Keckler replied to neither of these communications.

Six weeks after making the contract Keckler shipped one car containing 767 bus., but failed to ship any of the balance of the 10,000 bus. or to pay the market difference the day the contract expired. He excused his failure by pleading he was unable to obtain cars. He admitted receiving Thatcher's letter and the confirmation from Teasdale. He pleaded that the contract was void, being oral and for an amount in excess of \$50.

The lower court gave judgment in favor of Keckler, but the Supreme Court held that altho the oral contract was not binding, it was validated by Keckler's one shipment. The confirmation sent by

Teasdale was headed in bold type "Report Immediately any Errors in this Confirmation", and the court held that if it did not contain the correct terms of the contract it was Keckler's duty when making the first shipment of corn, to inform the plaintiff of the terms of the contract as he understood them. This he did not do. Judge Duffie said:

"From the letter of confirmation the defendant must have known that the plaintiffs understood the contract in a different sense from what he now claims it to be, and the law is well settled that if a person by a course of conduct or by actual expressions so conducts himself that one may reasonably infer the existence of an agreement or license, whether the party intends that he shall do so or not, the person so conducting will not be permitted to gainsay the inference. *Viele v. Judson*, 82 N. Y. 32, 39. It is a general rule, everywhere applied, that he who holds his peace when he ought to have spoken shall not be heard from now that he should be silent. *Bank v. Lee*, 13 Pet. 107, 10 L. Ed. 81; *Herman on Estoppel*, § 774. The rule was enforced under somewhat different facts in *Emery v. Cobbey*, 27 Neb. 621, 43 N. W. 410. At the time of sending its letter of confirmation the plaintiff inclosed a duplicate letter, upon which was printed a request for the defendant to sign and return. The fact that the defendant did not sign this duplicate letter and return it to the plaintiff cannot affect the disposition of the case. Had he signed it and sent it to the plaintiff, the only effect would have been to take the agreement out of the statute of frauds at the date of such signing.—120 N. W. 955.

Exports of Breadstuffs.

Our exports of breadstuffs during the 10 months prior to May 1 have included 6,324,601 bus. of barley, 33,498,557 bus. of corn, 1,386,621 bus. oats, 1,264,011 bus. rye, 62,484,935 bus. wheat, 9,482,708 bbls. wheat flour; compared with 3,774,077 bus. barley, 49,894,550 bus. corn, 1,017,666 bus. oats, 2,247,341 bus. rye, 90,260,361 bus. wheat and 12,052,874 bbls. wheat flour during the 10 months ending May 1, 1908. The total value of all breadstuffs exported during the 10 months was \$139,727,016 against \$185,297,369 for the corresponding 10 months ending May 1, 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports.

Buckwheat amounting to 32,087 bus. was exported during the 9 months ending April 1; against 115,518 bus. exported during the corresponding period prior to April 1, 1908.

Broom corn valued at \$223,834 was exported during the 9 months ending April 1, last; against \$205,510 worth during the 9 months ending April 1, 1908.

Malt amounting to 127,318 bus. was exported during the 9 months prior to Apr. 1, 1909; compared with 184,254 bus. exported during the corresponding period ending Apr. 1, 1908.

Linseed oil cake amounting to 561,679,367 lbs. was exported during the 9 months ended April 1, 1909; against 546,622,836 lbs. during the corresponding months prior to Apr. 1, 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

FIRE INSURANCE A Few Things Worth Knowing About the Millers' National Insurance Company

THE thirty-third annual report to policyholders of the Millers' National Insurance Co., just issued, shows that while the losses were the largest it ever sustained, it made the greatest increase in business in its history.

It also made the lowest assessment it ever made, same being 6 per cent for the year, or only 30 per cent of the annual rate, equal to a 70 per cent saving on the basis of a cash premium for the rate charged. The total

cash assets of the company are \$1,512,426.14, and the total liabilities are \$582,259.15, leaving a net cash surplus of \$930,166.99. Risks in force December 31, 1908, \$46,809,154.03, an increase during the year 1908, of \$6,468,383.07. Losses paid since organization, \$6,054,303.83.

If there is anything more convincing desired by millers or grain dealers who are looking for inexpensive and safe insurance any one of the following officers, directors or agency managers will be pleased to give it.

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ORGANIZED — 1907 — INCORPORATED

Western Grain Dealers' Mutual Fire Insurance Association,

Des Moines, Flynn Bldg., Iowa

Insures Elevators, Warehouses and Contents Exclusively.

Correspondence solicited.
GEO. A. WELLS, Secretary.

ORGANIZED 1878

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at cost

Insurance in force, - - \$13,920,249.80

Cash Surplus, - - - - 329,927.51

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Address all Correspondence to the Co., at Alton, Ill.

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ORGANIZED 1881

LANSING, MICH.

INSURES ELEVATORS AND GRAIN

PERMANENT OR SHORT TERM POLICIES

If You Want

regular country shippers to become familiar with your firm name, place your "ad" here.

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Organized 1875

INSURES MILLS, ELEVATORS, WAREHOUSES and CONTENTS

Net Cash Assets.....\$261,480.33
Losses Paid.....\$1,473,780.50
Saved to Policy Holders.....\$1,909,196.60
J. G. SHARP, Secretary



Your Course

to take with fire insurance is to get a reliable contract at a low cost. This is secured in the

Grain Dealers' Mutual Fire Insurance Co.
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You are a partner in the cost made through the construction and care of your elevator. The Company helps and advises in reducing the dangers and gives you the savings. For full particulars write

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ORGANIZED SEPTEMBER 1897

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Insurance in force \$7,355,000.00
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Saved to Policyholders over 250,000.00

No Premium Notes.

We write Fire, Lightning and Tornado Insurance for long or short term.
MEMBERS' LIABILITY LIMITED. F. D. BABCOCK, Sec.

Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives it to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

Grain Dealers Journal

255 La Salle Street,

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Rope Drives Installed in \$3,000,000.00 Flouring Mill Plant of Hecker-Jones-Jewell Milling Co., New York City.

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